From: [redacted]
To: CanningBridge
Subject: Proposed local planning policy Canning Bridge
Date: Thursday, 4 April 2019 3:46:14 PM

I am a resident from [redacted].

[redacted] [redacted].

My building height is only four storeys.

We would prefer this height to be maintained adjacent to us and along our street.

We moved here for the reason for serenity and peace given the immediate environment and not to mention it cost almost $1.5 million.

The last thing we desire is a multi storey building height next door to us as it's currently for sale.

Thank you

Regards

[redacted]

Get Outlook for Android

From: [redacted]
To: CanningBridge
Subject: Proposed Policy Comment
Date: Friday, 5 April 2019 10:57:49 AM

To all it may concern

You established a 10 and 15 storey height limit. Keep your word and establish any bonuses within those limits.

Be creative and allow larger more architecturally superb, expensive apartments within those heights - that will reap the same financial outcome for the Council and community as a whole.

Less is more!

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Friday, 5 April 2019 5:18:33 PM

Name: [redacted]
Address: [redacted]
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor): property owner

Comments: We strongly support the proposed bonus building height provisions identified for the M10 zone and the M15 zone.

Regards, [redacted]

Sent from my SAMSUNG Galaxy S7 on the Telstra Mobile Network

From: [redacted]
To: CanningBridge
Subject: canning bridge precinct
Date: Monday, 8 April 2019 10:53:48 AM

I object to the proposed changes. The changes to the density will cause significant traffic congestion and alter the current satisfactory nature of the current height restriction policy. The current policy strikes a reasonable balance between the current mix of dwellings. The current infrastructure will not support nor sustain the extra traffic the proposed changes will generate.

Kind regards

[redacted]

Sent from Mail for Windows 10

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy [redacted]i
Date: Tuesday, 9 April 2019 7:37:26 PM

Name: [redacted]
Address: [redacted]
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor):
Visitor
Comments: I would like to suggest a bold but strategic idea which is to upgrade the bridge to widen it in order to add a connecting pedestrian/commercial/restaurant/retail precinct.

Right now there is nothing but a busy road which is uninviting and dissects this plan in half. By upgrading the bridge - leave existing intact but add another wide parallel segment it will add a nice welcome to visitors once they exit the train station, and provide a hub which will add to the amenity of the whole project.

Imagine dining at a Restaurants/Bars which overlooks and is pier style over the river but in doing so add to the atmosphere for people to walk across as opposed to a busy highway people need to get across to get to anywhere half decent which is what the council is trying to lure people to with this proposal.

As for the relevance to this specific proposal- not sure, but if it's valuable in any other submissions or plans I'd love you to forward it to the right person.

Regards

[redacted]

From: [redacted]
To: CanningBridge
Subject: Bonus building height provisions
Date: Wednesday, 10 April 2019 7:22:12 PM

To whom it may concern

We, being [redacted] of [redacted] and [redacted] of [redacted]
STRONGLY OPPOSE any amendments to the build heights in the M10 and M15 zones as outlined in your circular dated 2nd April 2019.

To grant a developer permission to build higher than the existing permissible height (which is already an abomination) only further emphasises the councils total disregard of the ratepayers wishes.

For a developer to be granted further height builds because they provide a so called bonus (cafe, bicycle repair shack or a kayak launching ramp which really is only for a minority and in the case of bicycle and kayak facilities will cater to non Melville residents) to the community is absolutely ludicrous and only adds to the violation and degradation of our much loved suburb.

Again, we STRONGLY OPPOSE the proposed bonus height amendments.

Yours sincerely
[redacted]

[redacted]

Sent from my iPhone

Submission on Canning Bridge Local Planning Policy

From [redacted]

Introduction:

We welcome the opportunity to comment on the proposed Canning Bridge Local Planning Policy (LPP). However, we are strongly opposed to this LPP being approved for the reasons set out in this submission.

This should not come as a surprise.

First, on the 10th of March and following the rejection by JDAP of the officers' recommendation to approve a development on the corner of Kishorn and Forbes Roads, the Swan Foreshore Protection Association wrote to the Melville CEO setting out the concerns of residents. This was before the LPP went to Council. We strongly support the views expressed in that letter and a copy is attached to this submission. To the best of our understanding, SFPA is still awaiting a detailed response to the letter.

Second, on April 1, we sent an email to the Director, Planning Mr Steve Cope setting out our concerns with respect to the LPP. A copy of that email is also attached. We are yet to receive any response from Mr Cope.

Background:

There is growing concern and frustration within the Applecross and Mount Pleasant communities about the development that is taking place in the Canning Bridge Activity Centre (CBAC) and why that development is so inconsistent with resident expectations following the development of the Canning Bridge Activity Centre Plan (CBACP).

As is made clear in the attached correspondence, we cannot understand why Council planning officers appear so keen to allow developments which are clearly inconsistent with the overall CBACP. There are now three occasions in a row when officers have made recommendations for approval only to have JDAP refuse approval. In the last two cases it coincided with the Council itself rejecting the officer recommendations.

As the planning officers have made clear they have a discretion and they appear to exercise that discretion in favour of developers being allowed to have height bonuses clearly not in keeping with the CBACP.

This is why the Council has asked the officers to develop a LPP. Unfortunately, the LPP does not address the concerns and has the potential to make matters worse (at least from the perspective of residents and ratepayers).

What is wrong with the LPP?

First, it was disappointing that this LPP was introduced as a late item to the March Council meeting allowing very limited time for Councillors to give this serious issue the proper consideration it deserved. This practice of introducing important late items does nothing to give the community confidence in Council processes. It was also disappointing that a motion to defer consideration to the next meeting was narrowly lost - even though the LPP will go

out for public consultation it needs to be well thought through and not rushed if you want the community to give a considered response and, on the basis that it was an important late item alone, there should have been support for a deferral of the matter. Why the rush?

In our view the LPP will make a bad situation even worse. While there are some things in the LPP that might be useful overall it appears to us as trying to ensure that building heights are unrestrained rather than being kept consistent with the intention of the CBACP.

In particular, the idea of M10 having a "normal Bonus" (our words not the planning officers) of 50% (15 storeys) and M15 66.7% (25 storeys) is not only unacceptable (and why the difference for M15) but creates an expectation (by developers) of a MINIMUM of 15 and 25 storeys. This is totally unacceptable - even if you accept the need for some form of bonus height (which we do not), surely at the time of the approval of the CBACP they were not thinking in terms of bonuses of this magnitude (maybe 10 or 20% maximum – where did 50% and 66.7% come from?). And, why didn't Melville follow the example of South Perth and not have height bonuses. To make matters worse the Council planners have now also introduced a new category suggesting to developers that you can get even more than 15 or 25 storeys.

We note, of course, that if we had decent planners focussed on the interests of residents and ratepayers and not developers, we would not need a new LPP – Council planners have the discretion to ensure the intention behind the CBACP is not undermined but on the basis of current experience it appears they have no interest in doing that. Unfortunately, we keep coming back to the same issue - the problem is the Council planners.

We agree with the comments in the attached SFPA letter:

> *"We have discussed with proponents of developments in the CBACP why they are seeking such height bonuses in Melville when they do not seek such extreme outcomes elsewhere. For example, they know they are limited to 4,5 or 6 storeys in other suburbs such as Subiaco and they design, what the still claim are, exemplary designs within those guidelines and limitations. They have been made aware by recent approvals that in the CBACP they can try for much more, and to date, the actions of your officers have done much to encourage this view. (We would add as an aside that the feedback we receive is that Melville is seen as a "soft touch" for developers.)"*

Unfortunately, now this LPP is public and has been approved by Council for public consultation, once again residents and ratepayers are left fighting a rear-guard action against the expectations that Council planning officers have created with this ill thought through draft LPP. We expect better from our City's planning officers – we expect that the approach of the planning officers will be consistent with what residents justifiably understood to be the intention of the CBACP.

Conclusion:

At least in its current form this draft LPP should be rejected. We expect Council (and the officers) to take the concerns of residents and ratepayers seriously. The CBACP went through a long process and was (perhaps somewhat reluctantly) accepted by the community including that M10 meant a maximum of ten storeys and M15 meant a maximum of 15 storeys. That CBACP is currently being deliberately undermined by Council planning officers and this

must stop. We should all be working together to make sure that the CBAC is something we can all be proud of.

April 10, 2019

From: [redacted]
To: CanningBridge
Subject: Proposed descretion for Buildings Above the Standard Heights
Date: Sunday, 14 April 2019 8:40:40 AM

Proposed descretion for Buildings Above the Standard Heights

-

To Whom It May Concern

There are standards in place for current height restrictions.
We all know developers are greedy and want to go beyond these limits.
I would like to see no development above the current level limits.

Regards
[redacted]

From: [redacted]
To: CanningBridge
Subject: Support for proposed changes to bonus height provisions
Date: Monday, 15 April 2019 1:40:49 PM

I support the proposed changes to the bonus height provisions, and am confident that the other residents of [redacted]t support them also.

Cheers

[redacted]

From: [redacted]
To: CanningBridge
Subject: Canning Bridge Height Limits - [redacted]
Date: Monday, 15 April 2019 5:46:05 PM

Hello,

I am the owner of [redacted] and [redacted].

I am strongly opposed to any increase in development heights in Canning Bridge.

The population and traffic within and through the area is already becoming greater than can reasonably be handled by existing traffic infrastructure and this is creating a negative impact for existing residents of the area who purchased and developed their properties on the basis of an existing plan - not variations to add height and additional residents.

Having agreed and supported the original area plan I can't see how it can now be amended to add additional height, especially around spurious benefits to the community. What benefits can make up for the additional congestion and travel time required every single day to travel through and within the precinct.

Could you please provide residents and ratepayers with some consistency and stick to the existing M10 and M15 planning structure.

If we wanted to live in a too densely populated high rise area we would have chosen another suburb.

Thanks for your consideration.

[redacted]

From: [redacted]
To: CanningBridge
Subject: Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan - [redacted]
Date: Monday, 15 April 2019 6:38:56 PM
Attachments: image001.png
image004.png
image006.png

Firstly, thank you for the letter we received alerting us to this proposition and opportunity to comment.
I must however say that I am pretty cynical as we participated in the early consultation on the Canning Bridge Precinct only to find that later in the process (after we got very busy and were no longer closely following the protracted process) the footprint of the precinct was expanded onto our doorstep.
I also note that I am not knowledgeable in this discipline, I am just a local resident who had expected to see out his years in a suburb pretty much as it was when I moved back to [redacted] in 1994. Instead we now have 20-30 storey buildings going up, regular road closures (for up to 6 months), construction traffic and parking congestion, which we can expect for the rest of our lives if we continue to live out our retirement here. I even had the pleasure last Sunday of constant bashing of sledge hammers on steel as the tower crane on the corner of Ogilvie road was raised.
I realise that that is not directly what we have been invited to comment on, however, I note that a 25-storey building is going to take a lot longer to build than a 10 or 15 storey, and require a lot more materials to be delivered.

I appreciate that this policy is intended to give greater guidance and transparency to determining height bonuses. Nothing that I saw in this document provides a formula by which bonuses are given for good deeds. There is no scoring matrix, weighting of attributes, etc.
That aside, as a ley person I still find it ironic that we bothered to determine 10 and 15 storey zones and then talk now about what it takes to actually build with bonuses to 15 and 25 storeys and the really good arguments you need to make if you want to go even higher

- *Identification of Threshold to Bonus Height:*
  Identification of a threshold limit to the amount of bonus height for M10 and M15 Zones that is considered to maintain consistency with the desired scale and built form envisaged by the CBACP. The Bonus Height Threshold provisions also establish that where a proposal seeks to exceed the identified threshold heights, that a substantially greater response to Elements 21 and 22 as well as an exceeding of the CBACP stated Desired Outcomes is required. Criteria are identified to guide this required response.

Threshold to Bonus Height:

While the CBACP does not set an upper limit on the bonus height that may be approved, it is a Desired Outcome of the CBACP that building heights are consistent with the desired scale and built form of the Centre, and that the interface between Zones is appropriately managed (see DO3 of the CBACP). While each proposal for bonus height will be considered on its merits, generally any proposal for a height which is substantially greater than the DO3 requirement for building height is likely to be considered inconsistent with the Desired Outcomes for building height. For the M10 Zone a building height 50% greater than the base heights identified in DO3 is likely to be inconsistent with the Desired Outcomes. For the M15 Zone a building height 66⅔% greater than the base heights identified in DO3 is likely to be inconsistent with the Desired Outcomes. Therefore, the maximum bonus heights contemplated by this Policy are:

- M10 Zone 15 storeys/48 metres; and
- M15 Zone 25 storeys/80.0 metres

Where a proposal seeks consideration of building heights greater than the maximum bonus heights contemplated by this Policy it will be expected that the proposal will demonstrate a substantially greater response to Elements 21 and 22 as well as significantly exceeding the CBACP stated Desired Outcomes. The location and characteristics of the site will also be a factor considered in determining the compatibility of the proposed height with the intended scale and built form for the Centre. Additional requirements to be considered for bonus height above the identified threshold heights include but are not limited to the following:

I also wait to be convinced that all the lovely words will actually deliver the stated outcomes. Look at the photograph I took last week in Kishorn Road on the southern side of the new Cirque development. I don't really think this residence has had its solar access maintained. A lovely black 4-storey parapet wall on the residence's northern boundary. I hope they weren't planning to sunbake on their balcony. We are seeing a comparable situation now in Sleet Road. Are these anomalies, or is this really what we have ahead of us for those who continue to live out our retirement in little old

single storey residences.

21.4.1 The proposed development has been designed with regard to solar access for adjacent properties taking into account outdoor living areas, major openings to habitable rooms, solar collectors and balconies.

Intent:
To encourage building designs which have particular regard to the maintaining of solar access for adjacent properties.

Note:
For the purposes of the Policy the term adjacent properties refers to land immediately adjoining a proposed development as well as nearby properties or land that have potential to be impacted by the development in terms of loss of privacy and/or overshadowing

Performance Criteria:

- Buildings positioned and designed in a manner which maximises the access to natural sunlight for sensitive areas such as outdoor living areas, major openings, solar collectors and balconies on adjacent properties.
- Buildings positioned and designed in a manner which maximises the access to natural sunlight particularly to public spaces on site, on nearby streets and on adjacent properties.

I realise that I am being both a NIMBY and selfish expecting to continue living my privileged lifestyle, without change, in my own home on a large block close to the city and river, and should really move out for the benefit of society. Maybe I could be given one of those affordable housing units in one of these developments for which they can earn height bonuses?

Bottom line, I can't see how this document does much more than list good and excellent design characters, on which bonuses will then still arbitrarily be granted.

[redacted]

Extracts taken from:

P19-3805

Canning Bridge Activity Centre Plan – Bonus Building Height Provisions

DRAFT for Council

Policy Type: Local Planning Policy **Policy Owner: Director Urban Planning**	**Local Planning Policy No. LPP 1.18** **Last Review Date:** Not Applicable

From: [redacted]
To: CanningBridge
Subject: Fwd: Comment on CBACP Bonus Height Policy Proposal
Date: Thursday, 18 April 2019 8:33:27 AM

From: [redacted]
Sent: Sunday, April 7, 2019 11:46 am
To: CEO Marten Tieleman
Subject: Comment on CBACP Bonus Height Policy Proposal

Dear Marten,
The following are my comments on the CoM CBACP Bonus Height Policy Proposal as requested as Community Consultation.

1. The statement that bonus heights 50% GREATER than base heights for M10, and 66.66% GREATER than base heights for M15, would not likely be consistent with the requirements of DO 3, is not consistent with the proposed maximum heights of 15 and 25 storeys
This means maximum heights would be 14 and 24 storey respectively for M10 and M15.
ie. The policy statement says heights must be less than 15 and 25 storeys. You probably did not intend it to read this way?
South Perth CBACP has a maximum bonus cap of 5 storeys for M10. Melville should align with this.

2. Melville has a base Green Star rating of 4, whilst South Perth has a base rating of 5 star. Again, Melville should be brought into alignment with South Perth CBACP to have a consistent and higher base standard. Otherwise it may be seen as a sop to developers.

3. Where bonus height has been requested a cost/ valuation estimated dollar amount of the bonus above base should be provided by the applicant, alongside a tabulation of subjective assessment of bonus items. This would allow residents and ratepayers to form a view as to the merit of the bonus items. It may also help planning and the design review panel with their assessment.

4. I noted with the traffic consultants report and RAR for the JDAP 245, 57 Carrington Street development DA, that the consultant report contained many inaccuracies, and omission of critical safety information. The RAR stated that the consultant report was endorsed by Technical Services,
and the RAR omitted to refer to the removal of the on verge cycle path other than by saying cyclists and motorists commonly coexist. The disregard for road safety in this DA was extraordinary and alarming, and has been observed similarly in other jurisdictions.
The above is a demonstration of how some consultant reports can lack integrity, and how this

lack of integrity can carry through into RAR's, and ultimately degraded road safety. The public can see through this and again see it as a sop to developers. Integrity of reporting must be enhanced and scrutinised by appropriate qualified people at the City. Management by omission should not be tolerated. It wouldn't look good in a Coroners Court. JDAP 245 is a good case study which should be reviewed by full Council. Only my attendance on site highlighted these issues. My presentation to JDAP was supported in part at JDAP. One on-street Parking Bay was removed on road safety grounds. One panel member said that you can't fight City Hall. The COM clause 2.2 of the car parking policy is contrary to Austroads advice, and needs to be recinded by Council as it is causing degradation of road safety throughout the City.

5. Traffic impact statements should reflect the cumulative effect of all development in the CBACP, and should be viewed against a capacity chart for the precinct. All parking needs to be off-street for the safety of users of the precinct, and in anticipation of a fully developed precinct.

Regards, [redacted]

Get Outlook for iOS

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Thursday, 18 April 2019 2:40:09 PM

Name: [redacted]
Address: [redacted]
Interest in the area (eg. Property Owner, Developer, Investor, Employment, Visitor):
Property Owner

Comments:

I support development and would like to see the CBACP vision delivered however, such delivery should not be to the detriment of the community. The ratepayers never envisaged building bonuses of the magnitude being supported in previous planning applications (ie 50% to 100%) and the fact these applications are being overwhelmingly supported by Planning staff is concerning. I **do not** support the proposed policy as it will do nothing more than reinforce the disconnect between City of Melville and the community.

CBACP Intent

If the true intent of the CBACP was to encourage building heights far exceeding the 10 & 15 storey maximums then Melville should have engaged in honest community consultation rather than try to deliver density by stealth. The proposed policy is clearly designed to facilitate 50% and 67% bonuses in the respective zones and still enables uncapped building heights. I am bewildered as to how Melville considers this policy to be consistent with the design intent of the CBACP as originally promoted to the community.

Community Benefits Not Proportionate To Bonus

The draft policy will make it easier for Council to award bonuses, but the quantum of bonus is still not proportionate to any perceived benefit derived by the community. We don't get community benefits from taller buildings. Community benefits should be determined based on what services and infrastructure are actually needed within the community to deliver the overarching CBACP outcomes and then provided for in an orderly manner.

Integrated Transport Strategy

The City of Melville engaged GHD to prepare the Integrated Transport Strategy (ITS) in 2014. In essence, the ITS concluded that density in the CBSP could be achieved if there was a fundamental shift away from car use towards public transport and walking/riding etc referred to as Mode Share Targets. The transport modelling then assumed the Mode Share Targets were achieved and this underpins delivery of the CBACP. To achieve the Mode Share Targets, an Implementation Plan was included that listed the infrastructure required from current day to beyond 20 years. The infrastructure required for the "Critical" timeframe (**0 to 10 years**) included:

- Establishment of "kiss and ride" facilities for Canning Station Interchange
- Construct new bus station with integrated transit hub (Canning Bridge Station noted as being at capacity and requires upgrading)
- Construct priority bus lanes and cycle lanes
- Implement an east-west rapid transit system along Canning Highway
- Improved bus services
- Construct new cycle & pedestrian paths to access the new bus station
- Construct pedestrian crossings to Canning Highway
- Construct public transport boulevards

These are major infrastructure works and although mostly outside the control of the local authority they are fundamental in achieving the Mode Share Targets which then justifies increased density. It would appear that having achieved some local initiatives, City of Melville has simply decided to push on with supporting high density residential projects and now further wants to introduce a policy that will support significant building bonuses.

1. The draft policy needs to reference the level of bonus modelled in the ITS to ensure there are no consequential infrastructure recommendations
2. City of Melville needs to confirm delivery timeframes for the listed critical items (it should be noted there are additional medium and long term infrastructure items).
3. Assuming the critical infrastructure is not going to be provided within the 10 year window, on what basis can CBACP density progress let alone building bonuses. It will simply compound local issues.

Element 21.4.3 Traffic Impact Statement

Generally speaking, the traffic reports presented with applications to date are nothing more than a "tick the box" exercise and do not go looking (or are not being made to look) for real traffic issues.

1. The traffic reports prepared to date embrace the Mode Share Targets (as expected!!) to justify low impact traffic numbers. If they are going to do this then there needs to be committed timing around delivery of the above critical infrastructure otherwise it's a flawed model.
2. Traffic reports also need to address future road changes. For example, it's pointless modelling vehicles from a development in Forbes Rd exiting via Kintail Road when Kintail is to become a Public Transport Boulevarde. It may be beneficial for a traffic consultant to show multiple entry/exit points so that intersections don't "fail" but surely there is an obligation for accurate modelling.
3. Traffic reports need to address projected traffic numbers from developments under construction not just historical traffic counts.

Element 21.3 Minimum Site Area of 2000m²

I do not agree that road widening reservations should be included in the land area for the M10 zone. Development applications submitted after a reservation is actually taken will not be eligible for a bonus (where their resultant area is less than 2000m²) so why should we orchestrate a way to approve them prior to the road widening? Surely the underlying reason of having a larger land area to achieve a bonus should be preserved pre & post widening.

Element 21.4.4 Infrastructure For Area Wide Resource Efficiency

The CBACP had a real opportunity to be a market leader in resource efficiency but instead the bar has been set too low (irrespective of the heading). Compliance with this element to date has been mostly a few solar panels and building inclusions that are considered standard in most projects. Shouldn't we be rewarding developments that, for example, are totally self sufficient (ie "off the grid") or that incorporate real cutting edge technology? If not, you simply encourage mediocrity to satisfy this Element.

From: [redacted]
To: CanningBridge
Subject: Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan - Objection
Date: Thursday, 18 April 2019 3:31:18 PM

To City of Melville,

I disagree to have a Bonus Building Height Provisions, as a 10 storey building is high enough to be built. A further height will cause a detrimental effect on the surrounding neighbourhood.

Regards
[redacted]

From: [redacted]
To: CanningBridge; Marten Tieleman; Steve Cope
Subject: Bonus Building Height Provisions - Canning Bridge A.C.P.
Date: Thursday, 18 April 2019 9:20:40 PM

Building Codes only make sense when they apply to a specific area or precinct. To vary maximum building heights within one specific area where a building code applies is by definition wrong. To grant bonus building heights of 50 % and 66 % makes the original code heights pointless.

The maximum heights set for building codes should be just that. If the merits of a proposed building are less than standard, no approval should be given for the building.

[redacted]

From: [redacted]
To: CanningBridge; Marten Tieleman; Steve Cope
Subject: Proposed Local Planning Policy - Canning Bridge Precinct [redacted]
Date: Friday, 19 April 2019 11:43:53 AM

Dear Sir / Madam,

I wish to express my concerns in regards to the significant changes that have already occurred and are being proposed for the "Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan"

The initial plan that was released and proposed to local residence has little resemblance to what is now proposed, my areas of concern and reasoning for me opposing this are:

1. The LPP is proposing a bonus height of 50% in the M10 area provided the developer jumps a few hurdles, this will almost certainly result in the majority of buildings being 15 storey's, with no rationale given for why the figure of 50%. The hurdles that the developer needs to achieve are at best ambiguous. I oppose this as it is open to corruption and any decision to change policy that impacts residents standard of living should be measured and quantified to ensure it is beyond reproach.
2. The LPP is proposing a height bonus of 66.7% in the M15 area provided the developer jumps a few hurdles, this will almost certainly result in the majority of buildings being 25 storey's, with no rationale given for why the figure of 50%. The hurdles that the developer needs to achieve are at best ambiguous. I oppose this as it is open to corruption and any decision to change policy that impacts residents standard of living should be measured and quantified to ensure it is beyond reproach.
3. I also oppose the increases to item 1 and 2 on the basis that the GHD traffic management plan was not developed on the basis of these increases and the subsequent traffic congestion that will inevitably result has not been taken into account.
4. The planners have a new category where developers, if they jump through some more hurdles can achieve height bonuses exceeding 15 storeys in M10 and 25 storeys in M15. This was not the initial intention of the CBACP – certainly not as it was explained to residents at the time. I also oppose this on the basis of items 1,2 & 3

We have previously raised concerns in regards to our ability to exit our property on [redacted] in the morning and though this is a minor issue in the scheme of things, this will be further impacted by the above and some level of change is needed for this road and the intersection with Sleat Rd (perhaps a roundabout) or possibly re-opening Ogilvie Rd at Helm Street where it was previously closed off. This may alleviate some of the congestion on Helm Street that will result from the developments.

Kind Regards

[redacted]

[redacted]

From: [redacted]
To: CanningBridge
Cc: Marten Tieleman; Steve Cope; [redacted]
Subject: Canning Bridge High Rise - [redacted]
Date: Friday, 19 April 2019 3:48:46 PM

CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP) - LOCAL PLANNING POLICY (LPP) – BONUS BUILDING HEIGHT PROVISIONS

I write to express my concern at the interpretation of the height provisions as they are being applied.

These super sized buildings are out of character for the area and much different to that put to and agreed to by the community.

I have observed widespread disquiet.

Already we see serious traffic flow problems in previously quiet streets.

I hope the Melville City council will take seriously the general outrage being felt.

[redacted]

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy - [redacted]
Date: Friday, 19 April 2019 8:13:30 PM

Name: [redacted]
Address: [redacted]
Interest in the area (eg. Property Owner, Developer, Investor, Employment, Visitor):
Property Owner

Comments:

I do not support the draft policy for the following reasons:

1. The Canning Bridge Activity Centre Plan never documented or considered bonus building heights of this magnitude. I expected 1 or 2 bonus floors for an exceptional building and have been disappointed by the liberal approach taken by Council in supporting development applications proposing up to 100% increases. I do not support Council's position that 5 and 10 storey bonuses should be interpreted as consistent with the CBACP.
2. Although the proposed policy seems to articulate what paperwork a developer must submit to justify a 50% bonus (or more), it does not articulate how such a bonus is in proportion to a community benefit. I appreciate we may need public toilets, community rooms, end of trip facilities etc but they should in no way then justify a massive bonus. If that is the trade-off, then we would rather eliminate the bonus provisions.
3. The local community already suffers from the traffic congestion along Kintail Road, Sleat Road, Canning Beach Road and Canning Highway. This will only get worse when Sabina and other projects are finished and I am concerned about the impact that large bonuses will have on the liveability within our neighbourhood.
4. There is no mention in the policy about infrastructure upgrades to support the increase in density. What about the additional burden that will be placed on local schools and public transport?
5. The bonus provisions do not require any additional public open space. I note that in previous development applications the developer has offered playgrounds within buildings as public open space but this is a poor compromise and not something the community supports.
6. I do not support the change that would enable developers to include the road reservation area in the total land area. It makes sense that buildings with bonus floors should have a larger land area. But it makes no sense to approve a bonus based on a land area that is partially reserved for road widening.

From:	[redacted]
To:	CanningBridge
Cc:	martien.tieleman@melville.wa.gov.au; Steve Cope
Subject:	Canning Bridge future development - [redacted]
Date:	Monday, 22 April 2019 11:46:32 AM

A few years ago the Applecross/ Mt Pleasant community agreed to the proposed develop plan for the Canning Bridge area based on a gradual lowering of building height from the foreshore up the rise to merge with the existing housing. If the proposed changes to the planning rules are supported this whole concept will have been abandoned to the detriment of local community values, and any councillor who supports these changes can expect to be thrown out at the next election.

The existing development plan should not be abused by non-elected council staff at the whim of a developer. If this were to occur the ethical behaviour of the staff would have to be investigated to see if inducements were offered to obtain approval for height variations in excess of the existing plan.

[redacted]

I am a resident of [redacted]

From: [redacted]
To: CanningBridge
Cc: Steve Cope; Marten Tieleman
Subject: Canning bridge precinct [redacted]
Date: Tuesday, 23 April 2019 10:04:22 AM

To the council

I am very concerned about the height of buildings being built or proposed in the canning bridge area. I believe that already the area has been spoilt by some of the high rise buildings . In my opinion none of the buildings should exceed 12 storeys and that would be in keeping with the Raffles Hotel. Future developments should be put on hold.

The traffic issue is already a problem. Canning hwy has been improved by changing the timing of the lights but it is still extremely busy at 8am and throughout the day

These are lovely areas to live in and to enjoy the river they should not be spollt. I will certainly for the first time vote in council elections because I just find it so hard to believe that this council has been so irresponsible. I am totally gobsmacked at their crazy decisions.

Of course developers want to develop near the river so they can get a better return on their money but they won't be getting a better return when the area is spoilt.

Yours Sincerely

[redacted]
Resident of [redacted] since 1975

From: [redacted]
To: CanningBridge
Subject: Canning Bridge Activity Centre Plan - [redacted]
Date: Tuesday, 23 April 2019 11:08:22 AM

PROPOSED LOCAL PLANNING POLICY – BONUS BUILDING HEIGHT PROVISIONS for the CANNING BRIDGE ACTIVITY CENTRE PLAN

It is pleasing to see that the Council is attempting to "more clearly define the process of assessing bonus building height and identify exceptional circumstances where greater building height may be contemplated".

My view is that this draft policy goes only part of the way to achieving this and does not provide sufficient "clarity in relation to the operation of the wider Activity Centre Plan".

The areas of the draft policy that fail to provide this clarity are as follows;

- I support a limit being placed on the building height in M10 and M15.
  However, no explanation has been given as to why the height bonus in M10 is 50% and M15 66.6%.
  In my view they should both be 50% and the proponent granted up to the 50% depending on the Element 22 conditions (see my later comments) that are demonstrated as being included in the project.
  This would give clarity to all.
- The draft policies biggest failure is to then persist with the current position of allowing "greater than the maximum bonus heights" by achieving "at least four of the sub elements under Element 22".
  This in effect changes M10 to M15 and M15 to M25 with bonus height allowed on top of that.
  Hardly what would be termed clarity and a major change to the current policy.
- It is a concern that with Element 22 that consideration for the height bonus will be considered if "a proposal is to demonstrate achievement of at least four of the sub elements under Element 22".
  It is my view that three of those elements should be provisions that need to be met by any development and not as "extras" that may lead to a height bonus being granted and should not be included in Element 22.
  Those three are;

22.1.5 Surely good pedestrian networks and linkages which contribute to the overall character and connectivity of the centre should be considered as a basic requirement for any development. This should not be considered in granting extra height to the proponent.

22.1.6 Does this mean that developers are able to put forward projects that do not provide view corridors and/or winter sunlight into adjacent properties? If so that policy needs changing as this again should surely be a standard

requirement of any development.

22.1.11 Again parking requirements must be a standard condition that is met with any development. For example if community or commercial meeting facilities are included to achieve the extra height the adequate provision must be included with that facility.

A further concern I have with the draft policy is the lack of community input to the assessment of “community benefit provided”.
The Policy Statement indicates that
“Applications involving the Bonus Provisions will require:

- assessment under the City’s Local Planning Framework:
- Assessment by the City’s Design Review Panel; and
- Internal cross functional assessment by the City of community benefits pursuant to Element 22.”

The concern I have is with the assessment of community benefits. There is no explanation of what is meant by “cross functional assessment”. If the assessment is to be internal then it will be an Council officer’s assessment of the community benefit which may be entirely different to what the community sees as a benefit. Surely there must be some community input to this process as there is by design by the Design Review Panel.

The Council are correct in wishing to clarify how “discretion would apply to proposals for buildings above standard heights” and more clearly define this process. This draft policy fails to achieve that for the reasons I have outlined above.

[redacted]

24th April 2019

City of Melville

10 Almondbury Rd

BOORAGOON, W.A 6154

Attention: Strategic Urban Planner

RE: Comment on Proposed Local Planning Policy- Bonus Building Height Provisions

We act for a number of developers who are undertaking a number of developments in the Canning Bridge Precinct. The Directors are also involved in those development entities.

We support the idea of having certainty on the height of developments and provide our feedback as follows;

1. M10 Zone -15 storeys /48 metres – As per the attached sketch we note that it is difficult to achieve a 48 metre height for a 15 storey building. The sketch shows typical floor to floor heights that are required to accommodate;
    a. Rubbish trucks within the site
    b. Swimming pool at podium levels
    c. Higher ceiling heights in apartments as per the new WA apartment design guidelines
    d. Ducted air-conditioning to apartments

   Our calculation yields a building height of circa 53 metres plus parapet heights required at the roof level.

   If the 48 metre height is maintained you will not achieve exemplary design within the building as ceiling heights would be limited to 2.4 to 2.5m in typical apartments.

2. M15 Zone – 25 storeys / 80 metres – based on the same reasoning as above the 25 storey would need to be 85 metres + parapets as a height for 25 floors.

3. The additional requirements for height above the threshold are almost impossible to achieve.
    a. I am not aware of any 6 star GreenStar residential tower in Australia. It is extremely difficult to achieve, and as such this clause will act to 100% deter any developer seeking any additional height above the threshold.
    b. Response to 6 sub-elements – again it would be difficult to conform to 6 elements. Maybe consider more sub-element such as;
        i. The development has a shared car/pooled car use scheme
        ii. 22.1.2- expanded to include ground floor piazza area
        iii. 22.1.10- expand to include any ride widening, not just canning hwy
        iv. Provision of public amenity outside the site – ie local park or contribution to public art or amenity
        v. 22.1.11 or a new Element for pay – in lieu of carbays for the funds to go to City of Melville to develop more carparking sites in the area

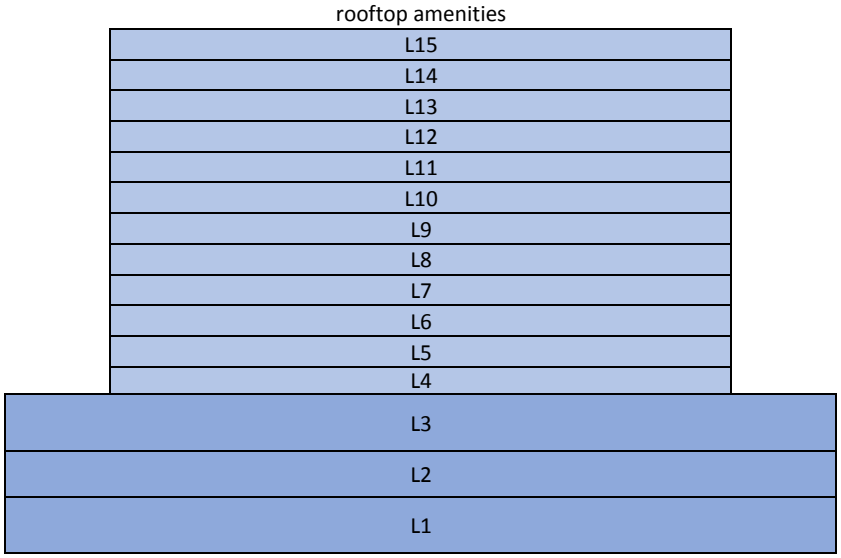
    c. Minimum lot size – to 3000m2- I believe this will create larger floor plates and therefore bulkier buildings. The smaller site area provides for more slender buildings and therefore more viewing corridors. This proposal will see developers secure and amalgamate larger lots, which inherently will provide for a larger building footprint, which is not desirable.

Should you wish to discuss the feedback provided please do not hesitate to contact myself via email: [redacted].

Kind Regards

[redacted]

[redacted]



TYPICAL BUILDING ELEVATION

	FLOOR TO FLOOR
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	2.7m ceiling + 0..2m ceiling space +0.28m slab
	3.5m ceiling height for office + 0.6m services and beams+ .28M slab
4.88	plus pool depth at this level allow additional 0.5m
4.38	3.5m ceiling height for office + 0.6m services and beams+ .28M slab
4.9	4.0M for garbage truck ht, plus beams 0.6m plus 0.3m slab thickness
52.56	Height to L15 roofslab in metres (+ parapet)

[redacted]

City of Melville

10 Almondbury Road
BOORAGOON, WA 6154

Attention: Strategic Urban Planner

RE: Comment on Proposed Local Planning Policy- Bonus Building Height Provisions

[redacted] has the objective to develop vertical senior's accommodation, operating under the Retirement Villages Act, where its residents can access via a menu, services that would enable them to properly age in place.

We believe this proposed development at [redacted] in [redacted] is ideally suited to our vision in which we can bring to that location innovation in seniors accommodation. The location will meet a core requirement for Grandton in being connected to a vibrant community environment and to that end we have planned our ground floor to draw in the community and become amongst other things a dementia friendly environment for seniors, their relatives and friends

The Directors of [redacted] have chosen to design the senior's apartments to meet a high standard both in space and in the physical and technological functionality of apartments to assist our residents to ageing in place. The size of each apartment is larger than comparable "everyday "apartment developments. We chose to do this because our model enables residents to stay at home and age in place, a choice that is adopted where possible by a significant portion of the community.

[redacted] has assembled a strong team of experts and professional support to assist it along this journey. [redacted] are the [redacted] for [redacted] along with [redacted], who are both conversant with high quality apartment, Retirement Living and aged care design.

Subsequent to Grandton entering into the commercial arrangements to begin a 15 story development at 20/22 Kintail Road, we are aware that the Council is considering a height restriction requirement. We do not oppose height guidelines being legislated but we do have concerns as to the particular proposition being tabled.

In order to accommodate the grand community enriched ground floor design and the particular requirements with the apartments, our height calculation yields a building height of circa 53 metres plus parapet heights required at the roof level. We are informed that an M10 Zone – 15 story building limited to 48 meters will seriously

[redacted]

impair our development making it difficult to accommodate our specific service model requirements as well as features as the in-house ground floor entrance which rubbish trucks will be able to access, the swimming pool at podium level, the higher ceiling heights in apartments as per the new WA apartment design guidelines and the ducted air-conditioning to apartments. We have enclosed a diagrammatic representation to assist with our height calculation requirements.

We believe we have achieved an exemplary design within the exiting planning design parameters with a double height foyer, a specialist 10 bed care unit and within the apartments themselves. To limit the 15 story height to 48 meters will impair our ability to achieve exemplary design features we seek and in particular restrict building services and operations within the building as ceiling heights would be limited to 2.4 to 2.5m in typical apartments.

We have held discussions with several parties who all advise us that this mooted height restriction of 48 meters in a 15 story zone will act to impede development which we believe sets a precedent for embracing senior's friendly developments within the community.

We ask that the City of Melville carefully considers design quality and other use outcomes including aged care in the consideration of bonus height restrictions.

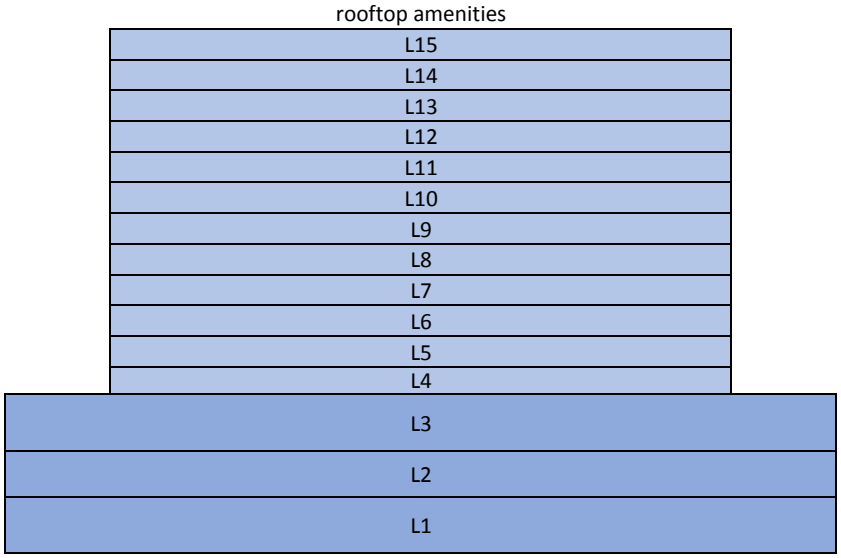
Yours faithfully

[redacted]

[redacted]

[redacted]

[redacted]



TYPICAL BUILDING ELEVATION

	FLOOR TO FLOOR
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	
3.2	2.7m ceiling + 0..2m ceiling space +0.28m slab
	3.5m ceiling height for office + 0.6m services and beams+ .28M slab
4.88	plus pool depth at this level allow additional 0.5m
4.38	3.5m ceiling height for office + 0.6m services and beams+ .28M slab
4.9	4.0M for garbage truck ht, plus beams 0.6m plus 0.3m slab thickness
52.56	Height to L15 roofslab in metres (+ parapet)

From: [redacted]
To: CanningBridge
Cc: Marten Tieleman; Steve Cope
Subject: Revised LPP [redacted]
Date: Thursday, 25 April 2019 8:28:51 AM

Hi,

Given the information to hand it seems that the Council is again being ignored by the Administration. We the rate payers expect Councillors to run the show not the employees as has been the case for many years. Surely the Administration knows by now that rate payers are not prepared to accept that our representatives are being continually ignored. A repeat of the forthcoming debacle that is the CBACP must be stopped immediately by Council. A once 'Garden City' is becoming a 'Concrete Jungle'.
The recent rejection by the JDAP of 2 proposals should signal to the Administration that the Council's planners have it all wrong. There is no point in having height restrictions if they are completely ignored because 'developers', include 'community benefits'! The revised LPP shows us to what extent the Administration is prepared to go by completely ignoring the Council's instruction. This cannot go on. If the Administration is not prepared to accede to Council's instructions then heads should roll! As rate payers we expect nothing less.

Regards

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Cr Nicholas Pazolli; Cr Steve Kepert; dean.nalder@mp.wa.gov.au; OBrien, Simon; Minister.Saffioti@dpc.wa.gov.au
Subject:	Comments on Proposed Local Planning Policy Canning Bridge Activity Centre Plan - [redacted]
Date:	Friday, 26 April 2019 2:54:08 PM

The Canning Bridge Draft Heights Policy published by the City of Melville proposes to normalise building heights of 25 storeys in the M15 zone designated for 15 storey development.
It also proposes to normalise a notional height limit of 15 storeys in the M10 area designated for 10 storeys maximum height.
However, contained in the detail of this document is an exemption for developers to obtain unlimited height bonuses at the discretion of the City of Melville.
I find these proposals unacceptable for the following reasons.

1. This scale of development was never discussed or envisaged during the consultation phase with ratepayers before the plan was adopted.
2. If this was the objective of the City of Melville I consider the City has acted in bad faith when informing ratepayers without revealing these intentions in the consultation phase.
3. The process by which the City can declare a design exemplary is considered in isolation by the Design Review Panel without any reference to impact on surrounding buildings or infrastructure restrictions.
4. The Mayor of the City of Melville promised "No New York Skyline" in his election literature during the consultation phase and offered personal guarantees this would not happen under his administration.
5. The subjective process of deciding levels of community benefit is fundamentally flawed and has resulted in overheight developments being supported with very small and spurious community benefits.

If we take a look at how the City of Melville has exercised discretion when awarding height bonuses in the Canning Bridge Area we find the following examples.

Sabina – 30 storeys approved in the 15 storey area for the community benefit of an access laneway and a little bit of public art.

Cirque Apartments – 22 storeys approved despite not being compliant with element 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." Major overshadowing of properties on the Southern boundary resulting in stranded assets for adjacent property owners.

The Precinct - 22 storeys approved despite not being compliant with element 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." Major overshadowing of properties on the Southern boundary resulting in stranded assets for adjacent property owners.

Then if we look at some recent Responsible Authority Reports produced by the City of Melville Planning department we find

20-22 Kintail Road 16 storeys in the M10 zone supported despite no tangible community benefits. This RAR was rejected by Melville Council as well as twice by the JDAP and is the subject of another appeal to the SAT.

Forbes Residences on Forbes Road. 20 storeys in the M10 zone supported despite no tangible community benefits and real issues about location and the block size being less than permitted to qualify for height bonuses.
This RAR was rejected by the Melville Council with additional concerns about the overshadowing. The JDAP also rejected this proposal.

Whenever the City of Melville examines a development proposal they do not appear to consider the impact on the amenity of surrounding properties, traffic and infrastructure implications and refuse to enforce their own planning restrictions.
As a resident of the Canning Bridge Activity Centre Plan area I find this completely incredible. The City should not be allowed to exercise any more discretion because of it's track record only 3 years into the Plan.

When the Melville City Council discusses the public comments about these proposals I hope they note these points and reject the Officer's Recommendation to approve this policy.

What we really need is an external review of the entire Canning Bridge Activity Centre Plan. There should also be a moratorium on the City assessing any more proposals in the CBACP area until this is carried out and community opinions included on the future size and scale of the Canning Bridge Activity Centre area.

[redacted]
[redacted]

From: [redacted]
To: CanningBridge
Subject: Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan
Date: Friday, 26 April 2019 3:28:25 PM

To whom it may concern,

The CBACP – Bonus Building Height Provisions draft planning policy purports to incentivise exemplary design and achieve the provision of facilities and/or land uses which are seen to represent a benefit to the community, and which ordinarily are unlikely to be provided through the development application process. From the outset of this vague and highly subjective document there are inconsistencies and even in the introduction it fails to establish whether it is “a benefit to the community” or “a significant benefit to the community” that attracts the awarding of additional building height.

Given the vague nature of the document the council could be forgiven for being unable to determine or see the difference between a ‘benefit’ and a ‘significant benefit’ but that aside, the draft policy fails to establish any quantifiable value proposition to the community for allowing increased height.

Furthermore, many of the supposed Elements that are to attract bonuses are not elements “which ordinarily are unlikely to be provided through the development application process” and represent Elements which developers are incorporating for the commercial success of the proposed development as buyers high expectations of liveability, environment credentials and design need to be met in order for a development to be financially viable; even more so in the current depressed market.

Ultimately, I object to the vague nature of this highly subjective draft policy that provides for ‘qualified consultant’ shopping and attempts to avoid quantifying any purported benefit with any specific bonus height and its impact, and seeks to make a mockery of the zoning process. Given that one of my ward councillors is up for election later this year, should they choose to support this draft policy, they will not be getting my vote.

[redacted]
City of Melville Ratepayer

From: [redacted]
To: CanningBridge
Subject: CB Activity Centre Plan Comment - [redacted]
Date: Friday, 26 April 2019 4:20:19 PM

Hi

I'm a [redacted] resident not too far from the southern boundary of the plan.

My young family welcomes the plan in its current form, including bonus heights for exemplary buildings or additional community benefit.

Due to the close proximity to the CBD the bonus heights should be positively considered as there's opportunity for more businesses to locate in the area, diversifying the local economy, ensuring activity during the day and customers for the new retail/hospitality businesses other than local residents.

[redacted]

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Friday, 26 April 2019 4:41:51 PM

[redacted]
Address: [redacted]
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor): owner

Comments: I am so disappointed in the re zoning of this area. Very little consideration has been given to residents I.e. building massive apartment blocks right up against residential houses. You have devalued those properties to increase your income and that's just not just or right. The traffic along Sleat Road is already horrendous at 8 am and still you add more from the new flats. What exactly have you planned for this? No one seems to know. Other than increasing your income what value does these developments add to the residents living nearby?

Sent from my iPad

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Friday, 26 April 2019 6:27:33 PM

Name: [redacted]
Address: [redacted]
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor):
Property owner

Comments: There should be absolutely NO “bonus provisions”. 10 storeys means 10 storeys…nothing more. To allow discretionary “bonus storeys” leaves all involved open to accusations of bribery & corruption….it is that simple & indefensible.

From: [redacted]
To: CanningBridge
Subject: Regarding Canning Bridge Activity Centre Plan (CBACP) Building Height Bonus Provisions - [redacted]
Date: Friday, 26 April 2019 7:06:38 PM

To Whom It May Concern;

Re: Canning Bridge Activity Centre Plan (CBACP) Building Height Bonus Provisions

I would like to express my frustration at the manner in which City of Melville planners have interpreted and varied the Canning Bridge Activity Centre Plan (CBACP) from the established building height restrictions.

Residents of Applecross have paid premium prices for homes in an area with good transport links, tree lined streets and a positive community atmosphere. The development of Sabina and the infill of many other smaller apartment blocks has already begun to destroy this community unity by encouraging a far more transient population. It has also increased both parking and traffic on what are quite restricted roads.

The limits of a 10 storey zone and a 15 storey zone were accepted by residents and rate payers in spite of the disproportionate increase in height in comparison to the surrounding properties. These height restrictions caused concerns for residents due to shadowing, changes in air flow, traffic flow and parking with increased residents and visitors and more importantly, the erosion of the community atmosphere that many residents had worked hard to cultivate.

The approval of Sabina was a breach of the trust of residents who neither understood the 15 zone area could have buildings with additional floors, nor were consulted when a decision to allow a building DOUBLE the height of the publicised limit. To approve a building between seven and 15 times the height of most surrounding buildings is disproportionate to everything that residents and rate payers understood to be reasonable and destroys the feel of the area.
The information now released in the Local Planning Policy (LPP) regarding CBACP has further undermined my confidence and the confidence of my neighbours that the City of Melville is considering any of the current Applecross residents, instead focussing on developers and the potential accrual or additional rate payers.

The ‘bonus height’ allowance of 50% in M10 and 66.7% in M15 will further destroy the lifestyle and atmosphere that current residents chose. The categories that developers can fulfil to achieve additional height in their buildings such as providing street art or having facilities for the community should be amongst the minimum requirements of development in Applecross. Every developer should be improving the lot that they are developing through these methods in order to get approval and to be allowed to develop up to the previously agreed limits of ten and 15 storeys respectively.

I am pleading with you to:

- Keep the maximum height limits at the previously agreed limits of ten and 15 storeys.
- Apply high standards to the developers to ensure any development significantly improves the area.
- Ensure a minimum of one parking bay is required per residence with up to one bedroom,

a minimum of two bays for residences with up to three bedrooms and additional visitors bays for every residence above three bedrooms.

- Prioritise family homes and town houses in order to:
    - ensure a more stable population, less transient population within Applecross
    - limit the on street parking required
    - limit traffic congestion

Thank you for your consideration of these matters.

Yours Sincerely,

[redacted]

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Friday, 26 April 2019 7:23:25 PM

Name: [redacted]
Address: [redacted]
Interest in the area: Owner

Comments: I believe that no building should be higher than permitted in accordance with the initial height proposal for the area.

Bonus provisions should be done away with as far as they allow for achieving a greater height. The majority of these bonus provisions should be compulsory, and a part of any high rise development in the area. They should not something that is done to obtain additional building heights.

We bought into the area a couple of years ago, knowing about the Canning Bridge development which we were very excited about and which we wanted to be close to, but we would never have made the move had we know that the height restrictions would not have been upheld.

Sent from my iPhone

From: [redacted]
To: CanningBridge
Cc: stevekepert@gmail.com; Cr Nicholas Pazolli
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Saturday, 27 April 2019 9:53:41 AM

Name: [redacted]
Address: [redacted]
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor):

Comments: as the council voted to advertise the draft for a minimum of 21 calendar days, those 21 days should start from yesterday as this was when we first received the advice.
It took over 6 years to develop the Canning Bridge Precinct plan, and you are now only allowing less than 11 days for comment on these proposed changes.
It's a disgrace

Regards
[redacted]

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Sunday, 28 April 2019 11:50:19 AM

Name: [redacted]
Address: [redacted]
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor):
Ratepayer

Comments:

I do not want an LPP that would allow:

- 50% height bonus in M10 (15 stories)
- 66.7% height bonus in M15 (25 stories)

I want the Council to develop the area appropriately. The Sabina development is not appropriate development – it should have been set back further from Canning Highway and have had lower heights for the towers.

I want the Council to address the concerns of the local residents and incorporate their feedback into the plan as appropriate.

I do not want the whole area to be taken over by multi-storey buildings.

Regards

[redacted]

From: [redacted]
To: CanningBridge
Subject: Submission against CBACP Policy
Date: Sunday, 28 April 2019 5:49:39 PM
Attachments: Canning-Bridge-Activity-Centre-Plan-Bonus-Building-Height-Provisions.pdf

---

Please see attached.

P19-3805

Canning Bridge Activity Centre Plan – Bonus Building Height Provisions

DRAFT for Council

Policy Type: Local Planning Policy **Policy Owner: Director Urban Planning**	**Local Planning Policy No. LPP 1.18** **Last Review Date:** Not Applicable

Introduction

The Canning Bridge Activity Centre Plan (CBACP) incorporates Bonus Provisions as a measure to incentivise exemplary design and achieve the provision of facilities and/or land uses which are seen to represent a benefit to the community, and which ordinarily are unlikely to be provided through the development application process.

The Bonus Provisions of the CBACP provide for the awarding of additional building height where a development has been determined to meet the identified requirements. Bonus height is not awarded "as of right". Applicants are required to demonstrate that items provided in response to the Bonus Provisions represent a significant benefit to the community, are demonstrated to be meeting a strategic need and that the standard of design of the development is at an exemplary level in keeping with the expectations of the Precinct.

Policy Objectives

The Policy has the following objectives:

- to provide additional clarity as to the intended outcomes of the CBACP Bonus Provisions
- to provide additional guidance with respect to measurement of proposed bonus items to ensure that the merit of the bonus item is proportionate to the extent of bonus granted.
- to outline supporting documentation required of applicants when seeking bonuses

Policy Scope

The Policy shall apply to the development of land in the M10 and M15 Zones as designated within the CBACP.

Definitions

Terms are as defined within Local Planning Scheme 6 and the CBACP.

POLICY STATEMENT

Assessment of Applications

The requirements and mechanisms associated with the awarding of bonuses under the CBACP are outlined in the Bonus Provisions section of the CBACP. As outlined in the CBACP additional building height may be awarded where:

A) the relevant Desired Outcomes of all Elements of the CBACP have been met or exceeded
B) the requirements of Elements 21 of the CBACP, Design Considerations have been achieved
C) the requirements of Element 22 of the CBACP, Community Benefit Considerations have been achieved.

In accordance with the CBACP the extent of bonus being sought is to be determined to be proportionate to:

- the level of exemplary design in response to Element 21; and
- the extent of community benefit provided in response to Element 22.

In relation to the achievement of the relevant Desired Outcomes, recognition may also be given, where applicable, to the extent a development exceeds the identified requirements.

This Policy provides additional detail in relation to the required information to be submitted at development application stage where a bonus is sought under the Bonus Provisions of the CBACP.

Applications involving the Bonus Provisions will require:

- assessment under the City's Local Planning Framework (including assessment against this Policy)
- assessment by the City's Design Review Panel; and
- internal cross functional assessment by the City of community benefits pursuant to Element 22.

Other expert bodies or individuals may also be consulted for advice as considered appropriate.

The City's Design Review Panel will provide advice on the architectural and design quality of developments, including the design and quality of any proposed bonus items. The City's Design Review Panel will provide advice as to whether the proposed development constitutes an exemplary level of design.

A register of Bonus Provisions awarded will be maintained to support the consistency and integrity of the bonus system. The register will include an outline of the basis for any bonus awarded.

Policy Operation

The Policy supports the operation of the Bonus Provisions of the CBACP through the provision of additional clarity and guidance. The key mechanisms of the Policy comprise:

- *Performance Assessment of Bonus Items:*
  Assessment of any proposed bonus item will seek to establish proportionality between the merit of bonus items proposed and an appropriate awarding of bonus height. Assessment will focus on how well a bonus item performs in achieving identified objectives or outcomes. In this regard, the Policy identifies a "Statement of Intent" for each area associated with a bonus item. Measurement of how well the identified intent or objective has been achieved will be guided by assessment against identified "performance criteria". To support the assessment process, "required

documentation" to be submitted by an applicant is identified. Performance Criteria and additional clarity on required responses is also identified for other applicable Desired Outcomes where an applicant has opportunity to enhance the desirability of a development by exceeding the base requirement.

- *Identification of Threshold to Bonus Height:*
  Identification of a threshold limit to the amount of bonus height for M10 and M15 Zones that is considered to maintain consistency with the desired scale and built form envisaged by the CBACP. The Bonus Height Threshold provisions also establish that where a proposal seeks to exceed the identified threshold heights, that a substantially greater response to Elements 21 and 22 as well as an exceeding of the CBACP stated Desired Outcomes is required. Criteria are identified to guide this required response.

Threshold to Bonus Height:

While the CBACP does not set an upper limit on the bonus height that may be approved, it is a Desired Outcome of the CBACP that building heights are consistent with the desired scale and built form of the Centre, and that the interface between Zones is appropriately managed (see DO3 of the CBACP). While each proposal for bonus height will be considered on its merits, generally any proposal for a height which is substantially greater than the DO3 requirement for building height is likely to be considered inconsistent with the Desired Outcomes for building height. For the M10 Zone a building height 50% greater than the base heights identified in DO3 is likely to be inconsistent with the Desired Outcomes. For the M15 Zone a building height 66⅔% greater than the base heights identified in DO3 is likely to be inconsistent with the Desired Outcomes. Therefore, the maximum bonus heights contemplated by this Policy are:

- M10 Zone 15 storeys/48 metres; and
- M15 Zone 25 storeys/80.0 metres

Where a proposal seeks consideration of building heights greater than the maximum bonus heights contemplated by this Policy it will be expected that the proposal will demonstrate a substantially greater response to Elements 21 and 22 as well as significantly exceeding the CBACP stated Desired Outcomes. The location and characteristics of the site will also be a factor considered in determining the compatibility of the proposed height with the intended scale and built form for the Centre. Additional requirements to be considered for bonus height above the identified threshold heights include but are not limited to the following:

- 6 Star Green Star:

The proposed development meets or exceeds a 6 Star Green Star design rating under the Green Building Council of Australia. 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 will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.

- Response to Element 22 sub elements

The proposed development satisfactorily responds to and achieves the requirements of at least six of the sub elements listed under Element 22 of the Canning Bridge Activity Centre Plan in proportion to the additional development being proposed.

- Compatibility With Intended Height Hierarchy and Distance from Zone Transition

The location of the proposed development site demonstrates consistency with the desired scale and built form hierarchy intended for the CBACP and in particular achieves appropriate management of transition between Zones through a substantial separation distance from any land contained within a lower intensity Zone within the CBACP.

- Lot Size Capability

The proposed development is located on a site of suitable size and shape to accommodate the proposed scale of development and which is able to incorporate suitable design elements to mitigate amenity impacts. In particular a development must achieve the following minimum site areas:
M10 Zone - 3000m^2
M15 Zone - 4500m^2

- Exceeding of Desired Outcomes

The proposed development demonstrates exceeding of relevant Desired Outcomes of the Canning Bridge Activity Centre Plan. See heading "DESIRED OUTCOMES WITH OPPORTUNITY TO EXCEED BASE REQUIREMENTS"

As outlined above, under the terms of this Policy, any proposal for a height greater than the identified threshold building heights, is likely to present inconsistency with the Desired Outcomes relating to scale, built form and building height. Accordingly, a proposal seeking consideration for building height above this threshold, regardless of whether or not the above additional requirements have been responded to, may still be determined to be inconsistent with the CBACP.

Bonus Not as of Right:
Any decision to award height bonuses under the Bonus Provisions is at the discretion of the decision maker and is not as of right. Similarly, achievement of additional building height up to the identified threshold limit to bonuses is not as of right. In considering assessment of bonus proposals, applications will be assessed to determine the level of achievement against the identified standards and performance criteria. In addition, factors such as the location or shape of a site, the proximity of existing or already proposed facilities and inability to demonstrate a strategic need for a facility may impact the capacity of a site to achieve bonuses.

DRAFT

Performance Assessment of Bonus Items

Element 21
Achievement of the requirements of Element 21 in the Canning Bridge Activity Centre Plan is pre-requisite to assessment under the Bonus Provisions. The content of Element 21 from the Canning Bridge Activity Centre Plan is reproduced below. For each sub element, a statement of intent and associated performance criteria has been identified. Assessment of achievement of Element 21 will be informed by how well a proposal responds to the identified statement of intent and performance criteria.

21.1 Exemplary design is proposed in the opinion of the Design Advisory Group

Intent:
Encouraging the achievement and measurement of exceptional levels of good design for buildings and places through the review and evaluation by professionals with appropriate levels of design expertise.

Performance Criteria:
- Proposed development demonstrating exemplary levels of design to the satisfaction of the Canning Bridge Activity Centre Plan Design Advisory Group, having regard to the Design Principles as outlined in the Design Review Guide associated with State Planning Policy 7 – Design of the Built Environment.

Required Documentation:
As outlined in the Design Review Guide associated with State Planning Policy 7 – Design of the Built Environment.

21.2 For Development in the M15 Zone, the site shall have a minimum area of 2,600m^2 or
21.3 For development in the M10 Zone, the site shall have a minimum area of 2,000m^2

Intent:
Ensuring that the application of bonus provisions is limited to larger lots where the objectives of the design considerations and community benefit considerations are more likely to be achievable.

Performance Criteria:
No Performance Criteria - minimum standards required to be met. *Note: Where a portion of land is required for road widening or similar public purpose and the required land is ceded free of cost, then the area of site to be ceded may be included in the total site area.*

Required Documentation:
Not applicable

DRAFT

21.4.1 The proposed development has been designed with regard to solar access for adjacent properties taking into account outdoor living areas, major openings to habitable rooms, solar collectors and balconies.

Intent:
To encourage building designs which have particular regard to the maintaining of solar access for adjacent properties.

Note:
For the purposes of the Policy the term adjacent properties refers to land immediately adjoining a proposed development as well as nearby properties or land that have potential to be impacted by the development in terms of loss of privacy and/or overshadowing

Performance Criteria:
- Buildings positioned and designed in a manner which maximises the access to natural sunlight for sensitive areas such as outdoor living areas, major openings, solar collectors and balconies on adjacent properties.
- Buildings positioned and designed in a manner which maximises the access to natural sunlight particularly to public spaces on site, on nearby streets and on adjacent properties.

Required Documentation:
To enable assessment of the proposed design elements the applicant shall submit the following information with the development application:
- A comprehensive planning report addressing all of the performance requirements.
- Plans, elevations, cross sections of the proposed development and including detail of existing and proposed developments on adjacent properties with sensitive areas (such as outdoor living areas, major openings, solar collectors and balconies) identified.
- Shadow diagrams demonstrating the extent of sunlight access to adjoining properties at various times of day and at various times of the year, with emphasis on the enhancement to solar access as a result of the proposed design.

21.4.2 The proposed development meets or exceeds a 5 Star Green Star design rating under the Green Building Council of Australia. 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 will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.

Intent:
To encourage development which achieves excellence in environmental sustainability as measured against an industry standard.

Performance Criteria:
No Performance Criteria – refer to wording of clause 21.4.2.

Required Documentation

DRAFT

No additional required documentation – refer to wording of clause 21.4.2

21.4.3 A traffic statement is submitted showing that additional floorspace allowed will not unduly impact on the surrounding centre

Intent:
To ensure that where bonus floorspace is approved, the overall impact of a development will not unduly or adversely affect the locality in terms of traffic movements and car parking.

Performance Criteria
Developments designed to incorporate design features, land uses or operational strategies which can be demonstrated to mitigate any additional traffic or parking impacts associated with bonus floorspace.

Required Documentation:
- Submission of a traffic impact statement, undertaken by a suitably qualified consultant, demonstrating satisfactory forecast impacts of the proposed development in terms of the operation of the traffic and parking network in the precinct
- Details of elements of the design of the development and/or proposed management initiatives intended to reduce impact of the proposal on the traffic and parking networks within the precinct.

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.

Intent:
Encourage development which incorporates design measures, features or management initiatives which reduce the demands of the development on traditional utility infrastructure and/or offer surplus infrastructure capacity to the wider precinct.

Performance Criteria:
- Developments include design measures, features or management initiatives which can be demonstrated to substantially reduce any additional demand on infrastructure services to level at or below that which ordinarily be attributable to a development that did not include bonus floorspace.
- Developments include design measures, features or management initiatives that reduce demand on infrastructure services which are over and above the standard required to achieve 5 star Green Star Design rating.
- Developments offer design measures, features or management initiatives which offer surplus infrastructure capacity of a form which can be made available to other sites and in turn reduce need for traditional infrastructure investment in the precinct.

Required Documentation:
- Submission of an infrastructure demand report , undertaken by a suitably qualified consultant, demonstrating:
  - infrastructure demands of the proposed development
  - additional demands associated with the bonus floorspace; and
  - outcomes of proposed design features, facilities and/or management initiatives in reducing the overall infrastructure requirements of the development.

DRAFT

- Where developments proposed design measures, features or management initiatives which offer surplus infrastructure capacity which may be available to other sites, details of the proposed measured are to be described along with identification of potential users of the surplus capacity and specific advantages associated with reduced need for investment in traditional utility infrastructure.
- Details of proposed ongoing management and maintenance of the proposed measures, features or management initiatives to demonstrate how any benefits associated with the items will be maintained for the life of the development.

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) demonstrate a mitigation of urban heat island effects through the provision and maintenance of landscaping which includes the planting of mature shade trees.

Intent:
Encourage development which incorporates landscaping initiatives beyond the requirements of Element 11 and with a particular focus on shade, together with other measures such as lighter coloured surfaces and management of waste energy aimed at reducing the developments contribution to the heat island effect.

Performance Criteria:
- Developments include design measures, features or management initiatives which can be demonstrated to substantially reduce the developments contribution to the heat island effect. Measures to extend to landscaping, use of heat mitigating materials and management of waste energy.
- Proposed landscaping initiatives include extensive use and strategic placement of mature shade trees both within and adjacent to the development site.

Required Documentation:
- Submission of a report focusing on measures aimed at reducing the developments heat island effect, demonstrating:
  - landscaping provision in excess of the requirements specified in Element 10
  - Proposed heat mitigation measures for of all external surfaces (use of colours, materials, shading devices and/or landscaping)
  - Extent and use of mature shade tree plantings and rationale for placement of shade trees.
  - Proposed measures to manage waste energy emissions from the site.
- Details of proposed ongoing management and maintenance of the proposed heat mitigation measures for the life of the development.

DRAFT

Element 22

Element 22 of the Canning Bridge Activity Centre Plan outlines the requirements to be achieved for development to be considered for greater height. Specifically a proposal is to demonstrate achievement of at least four of the sub elements under Element 22. The content of Element 22 from the Canning Bridge Activity Centre Plan is reproduced below. For each sub element, statements of intent and associated performance criteria have been identified. Assessment of achievement of Element 22 will be informed by an evaluation of how well a proposal responds to the identified statement of intent and performance criteria for the various sub elements. Accordingly, proportionality between the community benefit proposed and the amount of additional building height to be awarded will be guided by this assessment of value, merit, need and level of achievement associated with the community benefit sub elements. Where a proposal responds to more than four of the sub elements under Element 22, regard will be had to cumulative level of achievement against performance criteria.

Any proposal involving building heights in excess of the limits identified in the section of the Policy relating to Threshold to Bonus Height will need to respond to the additional provision of that section of the Policy.

Street Frontages:

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

Intent:
Encourage the provision of high quality, usable and active street frontages which contribute to the character and usability of the centre.

Performance Criteria:

- Facilities to be strategically located having regard to significant identified or anticipated public demand or use
- Any spaces and/or furniture must be freely available and accessible to the public at all times, where practical.
- Facilities to be of an outstanding design quality and attractive and inviting to the public
- The design of any space, treatment or furniture must be of a suitable shape, size and proportion to be usable and comfortable
- The design of any space, treatment or furniture must be designed and maintained so that its availability for use by the general public at all practical times is obvious
- The design of any space, treatment or furniture must incorporate activity and opportunity for passive surveillance to make the space interesting, attractive and safe for the public.
- The design of any space, treatment or furniture must be designed to maximise opportunity for solar access, whilst providing some shade and protection from rain and wind.
- The design of any space, treatment or furniture must include high quality materials and include attractors such public art.
- The design of any space, treatment or furniture must ensure the safety and security of users particularly at night. The layout of the space must have regard to entry/exit points, opportunities for passive surveillance, landscaping design and lighting.

DRAFT

- The design of any space, treatment or furniture, intended for public use and access must not be overly dominated by alfresco dining or commercial uses.
- The design of any space, treatment or furniture must provide universal access
- The space, treatment or furniture must be managed and maintained to a high standard by the landowner

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and coloured perspectives of proposed space, treatment or furniture.
- In the case of public spaces in excess of 200m^2, a wind impact assessment prepared by a suitably qualified consultant demonstrating satisfactory conditions within the space and outlining measures employed to reduce impacts.
- In the case of spaces in excess of 200m^2, shadow diagrams being submitted demonstrating the extent of sunlight access to the space at various times of the year.
- A landscape plan identifying the location, design, dimensions, levels, materials and colour of all soft and hard landscaping areas, ramps, seating and furniture.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including hours of operation and response to safety and security.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the space, treatment, facility or furniture are to be sustained over the life of the development.

Accessible Public Facilities/Spaces:

22.1.2 Provision of landscaped spaces and/or other facilities accessible to the public such as roof top and/or podium level gardens and/or incidental recreation spaces and/or equipment and entertainment facilities such as roof top cinema

Intent:

Encourage the provision of high quality, usable and publically accessible spaces which contribute to the vibrancy, character and usability of the centre.

Performance Criteria

- Facilities to be strategically located having regard to existing or anticipated public demand, need or use.
- Any spaces and/or furniture must be freely available and accessible to the public at all times, where practical.
- The design of any space, treatment or furniture must be of a suitable shape, size and proportion to be usable and comfortable

- The design of any space, treatment or furniture must be designed and maintained so that its availability for use by the general public at all practical times is obvious
- Facilities to be located at ground level or if located at podium or rooftop level, access arrangements to be visible, convenient, attractive and inviting
- The design of any space, treatment or furniture must be designed to maximise opportunity for solar access, whilst providing some shade and protection from rain and wind.
- The design of any space, treatment or furniture must include high quality materials and include attractors such as public art or place making initiatives.
- The design of any space, treatment or furniture must ensure the safety and security of users particularly at night. The layout of the space must have regard to entry/exit points, opportunities for passive surveillance, landscaping design and lighting.
- The design of any space, treatment or furniture intended for public use or access must not be dominated by alfresco dining or commercial uses.
- The design of any space, treatment or furniture must provide universal access
- The space, treatment or furniture must be managed and maintained to a high standard by the landowner
- Suitable evidence is provided with respect to the arrangements to secure the ongoing accessibility and acceptable levels of maintenance to the space, treatment or furniture over the life of the development.

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and coloured perspectives of proposed space, treatment or furniture.
- In the case of public spaces in excess of 200m^2, a wind impact assessment prepared by a suitably qualified consultant demonstrating satisfactory conditions within the space and outlining measures employed to reduce impacts.
- In the case of spaces in excess of 200m^2, shadow diagrams being submitted demonstrating the extent of sunlight access to the space at various times of the year.
- A landscape plan identifying the location, design, dimensions, levels, materials and colour of all soft and hard landscaping areas, ramps, seating and furniture.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including hours of operation and response to safety and security.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the space, treatment, facility or furniture are to be sustained over the life of the development.

Public Amenities:

DRAFT

22.1.3 Provision of public facilities such as toilets, showers and sheltered bike storage

Intent:
Encourage the provision of high quality, usable and publically accessible amenities which contribute to the convenience, usability and accessibility of the centre.

Performance Criteria

- Facilities to be strategically located having regard to anticipated public demand or use.
- Any facilities must be freely available and accessible to the public at all times, where practical.
- Any facilities proposed must be located where there is significant identified or anticipated need for such a facility
- The design of any facilities must be of a suitable shape, size and proportion to be usable and comfortable
- The facilities are to be located adjacent to a street frontage or be immediately accessible from a street frontage and must be designed and maintained so that their availability for use by the general public at all practical times is obvious
- The design and location of any facility must have regard to safety (particularly at night) and opportunity for passive surveillance.
- The design of any facility must provide universal access
- Suitable evidence is provided with respect to the arrangements to secure the ongoing accessibility and acceptable levels of maintenance to the facility over the life of the development.

Required Documentation:
To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and perspectives of proposed facility, space, treatment or furniture.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including hours of operation and response to safety and security.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the space, treatment, facility or furniture are to be sustained over the life of the development.

Affordable Housing:

DRAFT

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

Intent:
Encourage the provision and retention of a diversity of housing types which are affordable and accessible to a wide section of the community.

Performance Criteria
- Affordable housing being to be strategically located having regard to needs and amenity of residents.
- The number of affordable dwellings provided responding to community needs and requirements and being of sufficient magnitude to ensure efficient ongoing management
- Suitable evidence is provided with respect to the arrangements to secure the ceding of the affordable housing to the Department of Housing or relevant not for profit organisation, including arrangements to secure the use for the life of the building.

Required Documentation:
To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:
- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Suitable documentation outlining how the affordable housing units are to be ceded and secured for the life of the development to the Department of Housing or other suitable organisation

Pedestrian Networks:

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.

Intent:
Encourage the provision of high quality, usable and publically accessible additions or enhancements to the pedestrian network which are strategically located and designed to contribute to the accessibility, walkability, connectivity, vibrancy, character and usability of the centre.

Performance Criteria
- Pedestrian linkages and facilities to be strategically located having regard to anticipated or desired public demand or use.
- Any pedestrian link and associated spaces and/or furniture must be freely available and accessible to the public at all times, where practical.
- The design of any pedestrian link and associated space, treatment or furniture must be of a suitable shape, size and proportion to be usable and comfortable
- The design of any pedestrian link and associated space, treatment or furniture must be designed and maintained so that its availability for use by the general public at all practical times is obvious

DRAFT

- The design of any pedestrian link and associated space, treatment or furniture must incorporate activity and opportunity for passive surveillance to make the space interesting, attractive and safe for the public.
- The design of any pedestrian link and associated space, treatment or furniture must be designed to maximise opportunity for solar access, whilst providing some shade and protection from rain and wind.
- The design of any pedestrian link and associated space, treatment or furniture must include high quality materials and include attractors such public art and place making initiatives.
- The design of any pedestrian link and associated space, treatment or furniture must ensure the safety and security of users particularly at night. The layout of the space must have regard to entry/exit points, opportunities for passive surveillance, landscaping design and lighting.
- The design of any pedestrian link and associated space, treatment or furniture must provide universal access
- The pedestrian link and associated space, treatment or furniture must be ceded free of cost to the City or secured for public access and enjoyment for the life of the development via an alternative arrangement, such as an easement.
- The pedestrian link and associated space, treatment or furniture must be managed and maintained to a high standard by the landowner
- Suitable evidence is provided with respect to the arrangements to secure the ongoing accessibility and acceptable levels of maintenance to the space, treatment or furniture over the life of the development.

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance requirements.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and coloured perspectives of proposed space, treatment or furniture.
- In the case of public spaces in excess of 200m^2, a wind impact assessment prepared by a suitably qualified consultant demonstrating satisfactory conditions within the space and outlining measures employed to reduce impacts.
- In the case of spaces in excess of 200m^2, shadow diagrams being submitted demonstrating the extent of sunlight access to the space at various times of the year.
- A landscape plan identifying the location, design, dimensions, levels, materials and colour of all soft and hard landscaping areas, ramps, seating and furniture.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including hours of operation and response to safety and security.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the space, treatment, facility or furniture are to be sustained over the life of the development.

View Corridors:

DRAFT

22.1.6 Provision of view corridors and/or mid-winter sunlight into adjacent properties, particularly where public spaces are provided.

Intent:
Encourage developments which are designed to maximise availability of view corridors throughout the precinct and to maximise solar access to adjacent properties, particularly where public spaces are provided.

Performance Criteria

- Buildings, in particular upper levels, being positioned, setback from boundaries and designed in a manner which minimises building bulk and maximises opportunities for view corridors from vantage points within and outside of the precinct having regard to the location of existing and proposed buildings.
- Buildings positioned and designed in a manner which maximises the access to mid-winter natural sunlight particularly to public spaces on site, on nearby streets and on adjacent properties.

Required Documentation:
To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance requirements.
- Plans, elevations, cross sections of the proposed development and including detail of existing and proposed developments on adjacent properties with sensitive areas (such as public spaces, outdoor living areas, major openings, solar collectors and balconies) identified.
- Shadow diagrams demonstrating the extent of sunlight access to adjoining properties and public spaces at various times of day and at various times of the year, with emphasis on the enhancement to solar access as a result of the proposed design.
- View corridor analysis including cross sections, perspectives, 3D modelling etc identifying existing and proposed developments and demonstrating the impact of the proposed developments on vistas and views of significance

Community Meeting Facilities:

22.1.7 Provision of community, communal and/or commercial meeting facilities.

Intent:
Encourage the provision of strategically located, high quality, usable facilities that respond to the needs of the precinct and which contribute to wellbeing vibrancy, diversity and vitality of the community.

Note:
For the purposes of the Policy the term community, communal and commercial are defined as follows:
Community – a meeting space which is available to be used for short or long term by a member of the public or a community organisation for a non-commercial purpose
Communal – a meeting space used for commercial or non-commercial purposes for use predominantly by residents or occupants of the building or site, with opportunity for use by the general public.
Commercial – a meeting space available for use short term or long term by any entity for commercial purposes

DRAFT

Performance Criteria

- The need for the facility or space is suitably demonstrated in terms of existing or anticipated community and/or commercial demand.
- The facility is strategically located within the precinct having regard to identified public demand and location of other community facilities
- Merit of the operational focus of the proposed facility as community, communal or commercial to be assessed in terms of benefit and need having regard to the overall ongoing benefit to the community
- Facilities intended for public or community use to be designed so that their availability for use for that purpose is obvious and comfortable.
- Facilities intended for public or community use to be managed to ensure their ongoing availability for use for that purpose.
- The design of any facility must be of a suitable shape, size and proportion having regard to the identified purpose or need.
- The design of any facility or space must provide universal access
- The facility or space must be managed and maintained to a high standard by the landowner
- Suitable evidence is provided with respect to a robust management model that for the life of the development satisfactorily secures:
    - ongoing access to the facility for the identified community purposes, or transition to other community purposes if required
    - maintenance arrangements
    - apportionment of costs for acquisition, operating and maintaining of the facility.

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and perspectives of proposed facility or space.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including arrangements for items such as ongoing expenses, building management fees and change of occupancy.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the space, facility or furniture are to be administered and sustained over the life of the development.

Hotel:

22.1.8 The development comprises a hotel.

Intent:

DRAFT

Encourage the provision of land use to promote economic development of the precinct, support diversity of accommodation in the precinct and to specifically contribute to development of the precinct as a centre for tourism, business and commerce.

Performance Criteria

- Hotel land uses being strategically located having regard to the precinct's attractors and the needs and amenity of hotel guests.
- In the case of mixed developments the hotel land use being designed to minimise conflict between uses including a separate lobby for the hotel use and hotel activity being on a separate floor to standard residential/apartment accommodation.
- Hotel land use to be of high quality and of sufficient scale to respond to market demand and to ensure its ongoing viability.
- Hotel land use to include the following minimum standard:
    - lobby/reception area
    - back of house facilities and support services to ensure a fully serviced hotel operation
    - bathroom facilities within each guest room

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location

Aged Care:

22.1.9 The development comprises an aged care facility

Intent:

Encourage the provision and retention of a diversity of aged care accommodation types and/or direct aged care support services which supports the growth of the centre, recognises the strategic location of the precinct and responds to the demands of the ageing demographic in the region.

Performance Criteria

- Aged care facilities being strategically located having regard to needs and amenity of residents.
- The number and type of aged care dwellings/beds provided responding to community needs and requirements and being of sufficient magnitude to ensure efficient ongoing management
- The aged care facility being operated by a recognised and appropriate provider.
- The aged care facility being designed and operated in a manner which provides opportunity for high levels of integration between occupants of the facility and the wider precinct
- The aged care facility includes active street frontages and uses or spaces within the site which are accessible by the wider community

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.

DRAFT

- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Suitable documentation demonstrating the proposed facility is to be operated by a suitable aged care provider and how these operational arrangements will be secured for the life of the development.

Road Widening:

22.1.10 Where development is located adjacent to Canning Highway and where road widening is required; the applicant proposes to cede land free of charge to the State of Western Australia for the purposes of road widening.

Intent:
To support the timely and efficient acquisition of land required for road widening to facilitate access and transport initiatives on roads such as Canning Highway.

Performance Criteria

- Land identified for road widening purposes is ceded to the State free of charge or suitable arrangements put in place which secure the ceding of the widening at an identified later date.
- Proposals providing for the upgrading, enhancement and maintenance of the identified road widening land for the purposes of public space and/or landscaping until such time as the road widening land is required.
- Suitable evidence is provided with respect to the arrangements to secure the enhancement, ongoing maintenance and accessibility of the road widening land in the period prior to the land being required.

Required Documentation:
To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the ceding of identified land is to be secured and detailing maintenance responsibilities of the road widening land should the taking of the land be deferred.

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

Intent:
To encourage the timely and efficient provision of public car parking spaces within precinct as part of the effective management of parking resources, with a view to ensuring sufficient off street parking for visitors to the precinct.

Performance Criteria

- The parking spaces to be made available for public use are to be strategically located within the precinct having regard to identified or anticipated public demand and location of other public parking facilities
- Proposed public parking spaces being designed and located so that they are easily accessible by the public and that availability for use by the public is obvious and maintained.
- Proposed public parking spaces being ceded to the local government or suitable alternative arrangements put in place which secures the permanent availability of the bays for the life of the development.
- Proposed public parking spaces are designed and located so as to minimise conflict with other uses and their operation will not adversely impact on the wider road network.
- The number of car parking spaces provided responds to community needs whilst being of sufficient magnitude to ensure efficient ongoing management
- Suitable evidence is provided with respect to a robust management model that for the life of the development that satisfactorily secures:
    - ongoing public access to the applicable parking spaces
    - maintenance arrangements
    - apportionment of costs for acquisition, operating and maintaining of the facility.

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and perspectives of proposed car parking facilities.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including hours of operation and response to safety and security.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the parking spaces are to be secured and sustained over the life of the development.

DRAFT

Desired Outcomes with Opportunity to Exceed Base Requirements:

The CBACP Bonus Provisions include a requirement for all relevant Desired Outcomes to be met or exceeded. Regard to the awarding of bonuses will be had where an applicant can demonstrate that the requirements of relevant Desired Outcomes of all Elements has been exceeded. The strategic merit of the particular desired outcome and the magnitude of achievement over the required standards will be taken into account in assessment of bonus proposals. It is noted that many of the outcomes sought by items identified in Elements 21 and 22 are related to the achievement or exceeding of requirements relating to Desired Outcomes. Accordingly, where applicable, an applicant may be able to draw upon an example of exceeding the requirement of a Desired Outcome to support and demonstrate achievement of items under Elements 21 and 22. Exceeding of relevant Desired Outcomes will also be required to be demonstrated where an application seeks a building height over the identified "Threshold to Bonus Height"

The following sections lists the relevant Desired Outcomes identified in the CBACP. Opportunities for a proposal to demonstrate exceptional levels of achievement through exceeding of the required Desired Outcome are identified.

DO1.1 and 1.2 Land Use
Opportunities for exceptional achievement:

- Provision of land uses which provide high levels of activity, interest and vibrancy to all ground floor areas
- Provision of office accommodation at levels other than ground floor

DO2 Form and Mass
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D02

DO3 Heights
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D03

DO4 Street Setbacks
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D04 including greater than required setbacks to upper levels, inclusion of roof top terraces, green walls and gardens at various levels,

DO5 Side and Rear Setbacks
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D05, over and above the requirements of Elements 21 and 22 and including minimising of overlooking, overshadowing and maintaining of view corridors.

DO6 Linking Pathways
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D06 including particular demonstration of providing active, vibrant and protected frontages where development abuts identified linking pathways.

DO7 Canning Highway

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D07 including particular demonstration of design measures responding to the Highway location and providing active, vibrant and protected frontages for pedestrians.

DO8 Landmark Buildings

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D08 including particular demonstration that design measures acknowledge and respond to the sites landmark status.

DO9 Facades

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D09 including particular demonstration of fine grain responses to create pedestrian interest including attention to land use placement, signage, glazing and window displays.

DO10 Landscaping

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D010 including particular attention to provision of open spaces at ground or podium level, tree plantings at ground or podium level, deep soil zones to accommodate mature plantings and achievement of landscaping in excess of the identified standard of 75%.

DO11 Sustainability

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D011, over and above the requirements of Elements 21 and 22 and including particular attention to items such as provision of car pooling/car sharing operations, provision of end of trip facilities and electric car charging facilities in excess of the standards identified in the CBACP.

DO12 Acoustics

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D012 including particular attention to items such as providing noise and vibration attenuation measures beyond existing legislated standards.

DO13 Adaptability

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D013

DO15 Level Changes

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D015

DO17 Public Art

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D017 and including art installations beyond the cap identified in the CBACP.

DRAFT

DO18 Parking
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D018 and including attention to the location and appearance of parking and the provision of bicycle parking/storage and parking for scooters and motorcycles.

DO19 Servicing and Functionality
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D019

DO20 Safety
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D020 and including submission of documentation outlining safety measures incorporated into the development from a CEPTED (Crime Prevention Through Environmental Design) viewpoint.

Required Documentation:
To enable assessment of the extent to which a proposal exceeds the requirements of a relevant Desired Outcome the applicant shall submit the following information with the development application:

- A comprehensive planning report, plans, sections or data demonstrating the exceeding of the particular Desired Outcome.

DRAFT

References that may be applicable to this Policy

Legislative Requirements:	Planning and Development Act 2005
Procedure, Process Maps, Work Instructions:	Planning Application Directorate Procedure
Other Plans, Frameworks, Documents Applicable to Policy:	Canning Bridge Activity Centre Plan
Delegated Authority No:	DA-020: Planning and Related Matters

ORIGIN/AUTHORITY **Item No.**
Ordinary Meeting of Council 19 March 2019 P19/3805

Reviews

DRAFT

From:	[redacted]
To:	CanningBridge
Cc:	Steve Cope
Subject:	CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP) - LOCAL PLANNING POLICY (LPP) – BONUS BUILDING HEIGHT PROVISIONS
Date:	Monday, 29 April 2019 7:43:17 AM

Dear City of Melville

The Canning Bridge Draft Heights Policy published by the City of Melville proposes to normalise building heights of 25 storeys in the M15 zone designated for 15 storey development.
It also proposes to normalise a notional height limit of 15 storeys in the M10 area designated for 10 storeys maximum height.
However, contained in the detail of this document is an exemption for developers to obtain unlimited height bonuses at the discretion of the City of Melville.

I find these proposals unacceptable for the following reasons.

1. This scale of development was never discussed or envisaged during the consultation phase with ratepayers before the plan was adopted.

2. If this was the objective of the City of Melville I consider the City has acted in bad faith when informing ratepayers without revealing these intentions in the consultation phase.

3. The process by which the City can declare a design exemplary is considered in isolation by the Design Review Panel without any reference to impact on surrounding buildings or infrastructure restrictions.

4. The Mayor of the City of Melville promised “No New York Skyline” in his election literature during the consultation phase and offered personal guarantees this would not happen under his administration.

5. The subjective process of deciding levels of community benefit is fundamentally flawed and has resulted in overheight developments being supported with very small and spurious community benefits.

Many thanks,
[redacted]

Sent from my iPhone

From:	[redacted]
To:	CanningBridge; Marten Tieleman; Steve Cope
Cc:	Cr Guy Wieland; Mayor Russell Aubrey; Cr Matthew Woodall; Cr Duncan Macphail; Cr Steve Kepert; Cr Nicholas Pazolli; Cr Katy Mair; Cr Guy Wieland; Cr Patricia Phelan; Cr June Barton; Cr Clive Robartson; Cr Karen Wheatland; Cr Tim Barling; Cr Nicole Robins; [redacted]
Subject:	Canning Bridge
Date:	Monday, 29 April 2019 8:48:09 AM

Dear Sirs

I write regarding the proposed Local Planning Policy applied to the Canning Bridge Activity Centre Plan.

The draft LPP does not address my concerns and can only make matters worse. The City planners consistently ignored the residents, rate and tax payers despite us being the ultimately source of their wages.

The City planners have developed an LPP with the interests of developers rather than residents as their focus. This LPP needs to be rejected.

1. The original CBACP is a very poor document. It contains contradictions, inconsistencies and ambiguous material. At the time of production of the document I wrote to the Mayor and councillors. The document is unprofessional. Were it to be a submission to government it would be rejected as incomplete, inappropriate, unreliable and lacking the necessary detail.
2. Buildings to five and half storey heights in the so-called M4 zone are a blight on the suburb.
3. The LPP is proposing a default height bonus height of 50% (a minimum of 15 storeys) in the M10 area and 66.7% (minimum 25 storeys) in the M15 area provided the developer jumps a few hurdles. For very little extra effort, a developer can rely on 15 storeys in the 10 storey M10 area, and 25 storeys in the 15 storey zone. No rationale is given for the figures of 50% and 66.7%.
4. By passing another small test, developers can achieve height bonuses to exceed 15 storeys in M10 and 25 storeys in M15.
5. On a more technical issue it appears that they are trying to use the LPP to change the CBACP with respect to minimum lot sizes. If a developer gives up land for road widening and the development is on Canning Highway the land can be added back when calculating the minimum lot size, but under the CBACP this only applies to land on Canning Highway. The LPP, perhaps illegally, seeks to extend this concession to all developments in Canning Bridge. This was an issue with both of the M10 developments that were refused by Council and the JDAP (despite the planning officers recommending approval).
6. In the absence of objective criteria, the assessment process remains “at the discretion” of decision makers, which fails to protect the interests of developers or ratepayers against incompetent assessments.

To allow any bonus to the CBACP is to reward ineptitude.

Many Thanks

[redacted]

[redacted]

[redacted] [redacted]

From:	[redacted]
To:	CanningBridge; Marten Tieleman; Steve Cope
Cc:	Mayor Russell Aubrey; Cr June Barton; guy.weiland@melville.wa.gov.au; Cr Nicholas Pazolli; Cr Steve Kepert; Cr Katy Mair; Cr Karen Wheatland; Cr Nicole Robins; Cr Patricia Phelan; Cr Duncan Macphail; Cr Clive Robartson; Cr Tim Barling; Cr Matthew Woodall
Subject:	Canning Bridge Activity Centre Plan (CBACP) : Local Planning Policy (LPP) : Bonus Building Height Provisions : Proposal Is NOT Supported
Date:	Monday, 29 April 2019 10:04:51 AM

Dears Sirs/Madams

We are long time residents of the City of Melville and also own another property in [redacted].

We are writing today in opposition to the proposed LPP (as Policy) that provides for significant bonus building height incentives to high rise property developers within the CBACP.

We make the following submissions:

1. Bonus Building Height

LPP proposes as POLICY default bonus of 50% (minimum) in the M10 zone and a default bonus of 66.7% (minimum) in the M15 zone. Therefore in M10 up to 15 levels and in M15 up to 25 levels but with further unspecified bonuses potentially up to 20 levels and 30 levels respectively.

There is NO rationale provided for such bonuses and even if benefits (to be defined and assessed) are provided we do not consider that such benefits can ever offset the impost on the City, its community and the environment.

We oppose such additional height bonuses in the CBACP and also in the M4 zone if this were to be proposed or implied to follow the LPP that is now proposed in the CBACP.

We recommend that the LPP cap heights at M10 and M15 to 10 levels and 15 levels respectively and adopt the same for M4 at 4 levels.

Developers expectations must be that there is NO bonus height available in the CBACP.

Ratepayers and residents expect that the City will always put their interests ahead of developers whose primary motivation always is to maximise profits (build today/gone tomorrow).
.....

2. Bonus Building Height Cap

The LPP proposes a further test that would provide even greater incentives and this could approach 100% as tested by the City's planners with two recent development applications in the M10 zone that were both rejected by JDAP.

In the case of the 20 level proposal at Forbes Road and Kintail Road Applecross in the M10 zone this was rejected by Council Vote and by JDAP.

We oppose Bonus Building Heights as per recommendation 1 above.
.....

3 Concessions To Minimum Lot Sizes

The LPP proposes changes with respect to minimum lot sizes within the CBACP that would allow those concessions that exist for properties on Canning Highway to be applied to other development sites within the CBACP.

There is already significant traffic congestion along Canning Highway and feeder roads within the CBACP area

and this will only increase into the future.

The proposal that lot sizes be reduced (& bonus heights also be available) is NOT supported.

We recommend that there be NO change to minimum lot sizes within the CBACP.
.....

4 Clarification of Bonus Building Height

We have detailed our views at 1, 2 & 3 above and with respect to those proposals that conform with the CBACP at M4, M10 and M15, we consider that compliance with the CBACP via the LPP (Policy to be amended) must be articulated clearly.

Our recommendation is that the City planners (Director & Executive) must carefully consider each and every proposal within the CBACP to ensure that there are objective assessments and compliance.

Further, that similar disciplines be applied within the City as a whole and that any development applications that fall outside of policy guidelines must be reported by the Director & Executive to Councillors by a way of a monthly report to Council Meetings of planning exceptions whether approved OR rejected and reasons why.

This is simply good governance and a discipline that will ensure that Councillors are aware of such decisions and that they can engage on an informed basis with any stakeholders in the event that they are required to do so. Likewise ratepayers will also be informed of such decisions.
.....

Sincerely,

Sent from my iPad

From: [redacted]
To: CanningBridge
Subject: Over zealous building approvals
Date: Monday, 29 April 2019 12:01:26 PM

To whomever, Please note that we are vehemently opposed to the blatant ignoring of building height limits by the LPP and Melville City Council. The excessive traffic and the ruination of the skyline are irreversible. Please listen to the APPLECROSS ratepayers .
regards, [redacted] [redacted].

Sent from my iPad

Re Canning Bridge Activity Centre Plan aka Canning Bridge Precinct Plan aka Canning Bridge Precinct Vision (a misnomer as no vision or a vision today is destroyed by tomorrow's folly).

Mr Gavin Ponton

Manager Strategic Urban planning

Melville City

Dear Mr Ponton RE Bonus Building Height Provisions

In the last call for comments regarding the 30 storey lot of buildings we could only lodge one objection, although having people and 6 properties affected by this unpopular decision, because of the way your Survey Monkey was set up – very frustrating indeed.

Property owners in the area I have spoken to this time, disagree with this newest proposal (as they did with the 30 storey approval already granted). They think it is pointless writing to you as no heed is taken. I know it will fall on deaf ears but I'm writing anyway in the hope that common sense (alas not very common), will prevail.

There should be one rule and it should be adhered to. Inconsistency, deals for people with extra clout, money, or whose strings they can pull, leave situations open to abuse and ultimately result in poor development and amenity.

Building heights were set at 10 and 15 storeys which gave everyone an equal playing field (except of course the current approval which went against this standard, which proved to be in name only). The stable door has been closed after the horse has bolted and the area is already worse off because of this unsuitable development so close to the river (deprives others of the river amenity, contributes to traffic congestion so close to Canning Bridge and exacerbates the situation for people and buildings already there) and everyone else is at an unfair advantage.

Good design and good development goes hand in hand with considering the environment and suitability and cohesiveness of the area. Why do people flock to Paris? The building height restrictions have been adhered to and there is a wonderful cohesiveness and innovativeness within these parameters.

There should not be any scope for quid pro quo arrangements as the best outcomes should already be in place. There should not be any exceptional circumstances where greater building heights may be contemplated. The adverse results of this are already blatant. Height "bonuses" (misnomer) are not for the community.

Mental and physical health and connectivity are vital components of town planning. 25 storeys, 30 storeys are too high. One drastic mistake does not need to be compounded. Please make best practice design and outcomes something that Melville Council might be known for in the future.

Yours sincerely

[redacted]

Re Canning Bridge Activity Centre Plan aka Canning Bridge Precinct Plan aka Canning Bridge Precinct Vision (a misnomer as no vision or a vision today is destroyed by tomorrow's folly).

Mr Gavin Ponton

Manager Strategic Urban planning

Melville City

Dear Mr Ponton RE Bonus Building Height Provisions

In the last call for comments regarding the 30 storey lot of buildings we could only lodge one objection, although having people and 6 properties affected by this unpopular decision, because of the way your Survey Monkey was set up – very frustrating indeed.

Property owners in the area I have spoken to this time, disagree with this newest proposal (as they did with the 30 storey approval already granted). They think it is pointless writing to you as no heed is taken. I know it will fall on deaf ears but I'm writing anyway in the hope that common sense (alas not very common), will prevail.

There should be one rule and it should be adhered to. Inconsistency, deals for people with extra clout, money, or whose strings they can pull, leave situations open to abuse and ultimately result in poor development and amenity.

Building heights were set at 10 and 15 storeys which gave everyone an equal playing field (except of course the current approval which went against this standard, which proved to be in name only). The stable door has been closed after the horse has bolted and the area is already worse off because of this unsuitable development so close to the river (deprives others of the river amenity, contributes to traffic congestion so close to Canning Bridge and exacerbates the situation for people and buildings already there) and everyone else is at an unfair advantage.

Good design and good development goes hand in hand with considering the environment and suitability and cohesiveness of the area. Why do people flock to Paris? The building height restrictions have been adhered to and there is a wonderful cohesiveness and innovativeness within these parameters.

There should not be any scope for quid pro quo arrangements as the best outcomes should already be in place. There should not be any exceptional circumstances where greater building heights may be contemplated. The adverse results of this are already blatant. Height "bonuses" (misnomer) are not for the community.

Mental and physical health and connectivity are vital components of town planning. 25 storeys, 30 storeys are too high. One drastic mistake does not need to be compounded. Please make best practice design and outcomes something that Melville Council might be known for in the future.

Yours sincerely

[redacted]

Re Canning Bridge Activity Centre Plan aka Canning Bridge Precinct Plan aka Canning Bridge Precinct Vision (a misnomer as no vision or a vision today is destroyed by tomorrow's folly).

Mr Gavin Ponton

Manager Strategic Urban planning

Melville City

Dear Mr Ponton RE Bonus Building Height Provisions

In the last call for comments regarding the 30 storey lot of buildings we could only lodge one objection, although having people and 6 properties affected by this unpopular decision, because of the way your Survey Monkey was set up – very frustrating indeed.

Property owners in the area I have spoken to this time, disagree with this newest proposal (as they did with the 30 storey approval already granted). They think it is pointless writing to you as no heed is taken. I know it will fall on deaf ears but I'm writing anyway in the hope that common sense (alas not very common), will prevail.

There should be one rule and it should be adhered to. Inconsistency, deals for people with extra clout, money, or whose strings they can pull, leave situations open to abuse and ultimately result in poor development and amenity.

Building heights were set at 10 and 15 storeys which gave everyone an equal playing field (except of course the current approval which went against this standard, which proved to be in name only). The stable door has been closed after the horse has bolted and the area is already worse off because of this unsuitable development so close to the river (deprives others of the river amenity, contributes to traffic congestion so close to Canning Bridge and exacerbates the situation for people and buildings already there) and everyone else is at an unfair advantage.

Good design and good development goes hand in hand with considering the environment and suitability and cohesiveness of the area. Why do people flock to Paris? The building height restrictions have been adhered to and there is a wonderful cohesiveness and innovativeness within these parameters.

There should not be any scope for quid pro quo arrangements as the best outcomes should already be in place. There should not be any exceptional circumstances where greater building heights may be contemplated. The adverse results of this are already blatant. Height "bonuses" (misnomer) are not for the community.

Mental and physical health and connectivity are vital components of town planning. 25 storeys, 30 storeys are too high. One drastic mistake does not need to be compounded. Please make best practice design and outcomes something that Melville Council might be known for in the future.

Yours sincerely

[redacted]

Re Canning Bridge Activity Centre Plan aka Canning Bridge Precinct Plan aka Canning Bridge Precinct Vision (a misnomer as no vision or a vision today is destroyed by tomorrow's folly).

Mr Gavin Ponton

Manager Strategic Urban planning

Melville City

Dear Mr Ponton RE Bonus Building Height Provisions

In the last call for comments regarding the 30 storey lot of buildings we could only lodge one objection, although having people and 6 properties affected by this unpopular decision, because of the way your Survey Monkey was set up – very frustrating indeed.

Property owners in the area I have spoken to this time, disagree with this newest proposal (as they did with the 30 storey approval already granted). They think it is pointless writing to you as no heed is taken. I know it will fall on deaf ears but I'm writing anyway in the hope that common sense (alas not very common), will prevail.

There should be one rule and it should be adhered to. Inconsistency, deals for people with extra clout, money, or whose strings they can pull, leave situations open to abuse and ultimately result in poor development and amenity.

Building heights were set at 10 and 15 storeys which gave everyone an equal playing field (except of course the current approval which went against this standard, which proved to be in name only). The stable door has been closed after the horse has bolted and the area is already worse off because of this unsuitable development so close to the river (deprives others of the river amenity, contributes to traffic congestion so close to Canning Bridge and exacerbates the situation for people and buildings already there) and everyone else is at an unfair advantage.

Good design and good development goes hand in hand with considering the environment and suitability and cohesiveness of the area. Why do people flock to Paris? The building height restrictions have been adhered to and there is a wonderful cohesiveness and innovativeness within these parameters.

There should not be any scope for quid pro quo arrangements as the best outcomes should already be in place. There should not be any exceptional circumstances where greater building heights may be contemplated. The adverse results of this are already blatant. Height "bonuses" (misnomer) are not for the community.

Mental and physical health and connectivity are vital components of town planning. 25 storeys, 30 storeys are too high. One drastic mistake does not need to be compounded. Please make best practice design and outcomes something that Melville Council might be known for in the future.

Yours sincerely

[redacted]

From:	[redacted]
To:	CanningBridge; Steve Cope
Subject:	CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP) - LOCAL PLANNING POLICY (LPP) – BONUS BUILDING HEIGHT PROVISIONS
Date:	Monday, 29 April 2019 1:34:48 PM

Dear City of Melville

The Canning Bridge Draft Heights Policy published by the City of Melville proposes to normalise building heights of 25 storeys in the M15 zone designated for 15 storey development.

It also proposes to normalise a notional height limit of 15 storeys in the M10 area designated for 10 storeys maximum height.

However, contained in the detail of this document is an exemption for developers to obtain unlimited height bonuses at the discretion of the City of Melville.

I find these proposals unacceptable for the following reasons.

1. This scale of development was never discussed or envisaged during the consultation phase with ratepayers before the plan was adopted.

2. If this was the objective of the City of Melville I consider the City has acted in bad faith when informing ratepayers without revealing these intentions in the consultation phase.

3. The process by which the City can declare a design exemplary is considered in isolation by the Design Review Panel without any reference to impact on surrounding buildings or infrastructure restrictions.

4. The Mayor of the City of Melville promised “No New York Skyline” in his election literature during the consultation phase and offered personal guarantees this would not happen under his administration.

5. The subjective process of deciding levels of community benefit is fundamentally flawed and has resulted in over height developments being supported with very small and spurious community benefits.

Regards

[redacted]

[redacted]

Re Canning Bridge Activity Centre Plan aka Canning Bridge Precinct Plan aka Canning Bridge Precinct Vision (a misnomer as no vision or a vision today is destroyed by tomorrow's folly).

Mr Gavin Ponton

Manager Strategic Urban planning

Melville City

Dear Mr Ponton RE Bonus Building Height Provisions

In the last call for comments regarding the 30 storey lot of buildings we could only lodge one objection, although having people and 6 properties affected by this unpopular decision, because of the way your Survey Monkey was set up – very frustrating indeed.

Property owners in the area I have spoken to this time, disagree with this newest proposal (as they did with the 30 storey approval already granted). They think it is pointless writing to you as no heed is taken. I know it will fall on deaf ears but I'm writing anyway in the hope that common sense (alas not very common), will prevail.

There should be one rule and it should be adhered to. Inconsistency, deals for people with extra clout, money, or whose strings they can pull, leave situations open to abuse and ultimately result in poor development and amenity.

Building heights were set at 10 and 15 storeys which gave everyone an equal playing field (except of course the current approval which went against this standard, which proved to be in name only). The stable door has been closed after the horse has bolted and the area is already worse off because of this unsuitable development so close to the river (deprives others of the river amenity, contributes to traffic congestion so close to Canning Bridge and exacerbates the situation for people and buildings already there) and everyone else is at an unfair advantage.

Good design and good development goes hand in hand with considering the environment and suitability and cohesiveness of the area. Why do people flock to Paris? The building height restrictions have been adhered to and there is a wonderful cohesiveness and innovativeness within these parameters.

There should not be any scope for quid pro quo arrangements as the best outcomes should already be in place. There should not be any exceptional circumstances where greater building heights may be contemplated. The adverse results of this are already blatant. Height "bonuses" (misnomer) are not for the community.

Mental and physical health and connectivity are vital components of town planning. 25 storeys, 30 storeys are too high. One drastic mistake does not need to be compounded. Please make best practice design and outcomes something that Melville Council might be known for in the future.

Yours sincerely

[redacted]

Submission

Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP).

The draft policy purports to provide clarity and guidance for developers , planning officers and JDAP.

The policy does not do that at all. I draw your attention to the following paragraph from the policy

“Threshold to Bonus Height:

While the CBACP does not set an upper limit on the bonus height that may be approved, it is a Desired Outcome of the CBACP that building heights are consistent with the desired scale and built form of the Centre, and that the interface between Zones is appropriately managed (see DO3 of the CBACP). While each proposal for bonus height will be considered on its merits, generally any proposal for a height which is substantially greater than the DO3 requirement for building height is likely to be considered inconsistent with the Desired Outcomes for building height. For the M10 Zone a building height 50% greater than the base heights identified in DO3 is likely to be inconsistent with the Desired Outcomes. For the M15 Zone a building height 66⅔% greater than the base heights identified in DO3 is likely to be inconsistent with the Desired Outcomes. Therefore, the maximum bonus heights contemplated by this Policy are: • M10 Zone 15 storeys/48 metres; and • M15 Zone 25 storeys/80.0 metres Where a proposal seeks consideration of building heights greater than the maximum bonus heights contemplated by this Policy it will be expected that the proposal will demonstrate a substantially greater response to Elements 21 and 22 as well as significantly exceeding the CBACP stated Desired Outcomes. The location and characteristics of the site will also be a factor considered in determining the compatibility of the proposed height with the intended scale and built form for the Centre. Additional requirements to be considered for bonus height above the identified threshold heights include but are not limited to the following: • 6 Star Green Star: The proposed development meets or exceeds a 6 Star Green Star design rating”

The wording of this paragraph is such that any bonus height can be granted in the M15 and M10 Zone . There is no restriction on the maximum bonus height that may be granted to a developer based upon a series of subjective performance criteria assessed by the Design Review Panel.

There is nothing in this policy to restrict heights to any level in any zone within the CBAC .

The City’s Design Review Panel mentioned in the draft policy does not seem to exist. I have tried Google Searches , searches of the City’s web site and I can only assume that the document is referring to the Architectural and Urban Design Advisory Panel the members of which are appointed at the CEO’s discretion .

This draft policy should be rejected by Council and a new policy prepared (probably by a body independent of the City)that more clearly defines height limits and does not give open discretion to go as high as a developer can get away with .

[redacted]

29 Apr 2019

Re Canning Bridge Activity Centre Plan aka Canning Bridge Precinct Plan aka Canning Bridge Precinct Vision (a misnomer as no vision or a vision today is destroyed by tomorrow's folly).

Mr Gavin Ponton

Manager Strategic Urban planning

Melville City

Dear Mr Ponton RE Bonus Building Height Provisions

In the last call for comments regarding the 30 storey lot of buildings we could only lodge one objection, although having people and 6 properties affected by this unpopular decision, because of the way your Survey Monkey was set up – very frustrating indeed.

Property owners in the area I have spoken to this time, disagree with this newest proposal (as they did with the 30 storey approval already granted). They think it is pointless writing to you as no heed is taken. I know it will fall on deaf ears but I'm writing anyway in the hope that common sense (alas not very common), will prevail.

There should be one rule and it should be adhered to. Inconsistency, deals for people with extra clout, money, or whose strings they can pull, leave situations open to abuse and ultimately result in poor development and amenity.

Building heights were set at 10 and 15 storeys which gave everyone an equal playing field (except of course the current approval which went against this standard, which proved to be in name only). The stable door has been closed after the horse has bolted and the area is already worse off because of this unsuitable development so close to the river (deprives others of the river amenity, contributes to traffic congestion so close to Canning Bridge and exacerbates the situation for people and buildings already there) and everyone else is at an unfair advantage.

Good design and good development goes hand in hand with considering the environment and suitability and cohesiveness of the area. Why do people flock to Paris? The building height restrictions have been adhered to and there is a wonderful cohesiveness and innovativeness within these parameters.

There should not be any scope for quid pro quo arrangements as the best outcomes should already be in place. There should not be any exceptional circumstances where greater building heights may be contemplated. The adverse results of this are already blatant. Height "bonuses" (misnomer) are not for the community.

Mental and physical health and connectivity are vital components of town planning. 25 storeys, 30 storeys are too high. One drastic mistake does not need to be compounded. Please make best practice design and outcomes something that Melville Council might be known for in the future.

Yours sincerely

[redacted]

From: [redacted]
To: CanningBridge
Subject: 0PPOSAL TO ADDITIONAL HEIGHT BONUSES
Date: Monday, 29 April 2019 10:11:07 PM

Subject: Canning Bridge Activity Centre Plan (CBACP): Local Planning Policy (LLP): Bonus Building Height Provisions : PROPOSAL IS NOT SUPPORTED.

[redacted]

29th April 2019

From:	[redacted]
To:	CanningBridge; Steve Cope
Cc:	Marten Tieleman
Subject:	Canning Bridge Activity Centre Plan (CBACP) : Local Planning Policy (LPP) : Bonus Building Height Provisions : Proposal Is NOT Supported
Date:	Monday, 29 April 2019 10:43:20 PM

Dears Sirs,

We have resided in the City of Melville since 1993.

We oppose the proposed Local Planning Policy (**LPP**), which provides for unjustifiable bonus height incentives to developers, as this will exacerbate the recent explosion of apparently limitless high rise development the City of Melville.

We make the following submissions:

1. **Bonus Building Height**

LPP proposes as POLICY default bonus of 50% (minimum) in the M10 zone and a default bonus of 66.7% (minimum) in the M15 zone. Therefore in M10 up to 15 levels, and in M15 up to 25 levels, but with further unspecified bonuses potentially up to 20 levels and 30 levels respectively.

There is NO rationale provided for such bonuses and, even if benefits (to be defined and assessed) are provided, we do not consider that such benefits can ever offset the impost on the City, its community and the environment.

We oppose such additional height bonuses in the CBACP, and also in the M4 zone if this were to be proposed or implied to follow the LPP that is now proposed in the CBACP.

We recommend that the LPP cap heights at M10 and M15 to 10 levels and 15 levels respectively and adopt the same for M4 at 4 levels.

To ensure certainty, and consistency in the exercise of discretion, in relation to height limit approvals, developers' expectations must be that there is NO bonus height available in the CBACP.

Ratepayers and residents expect that the City will always put their interests ahead of developers, whose primary motivation always is to maximise profits (build today/gone tomorrow).

2. **Bonus Building Height Cap**

The LPP proposes a further test that would provide even greater incentives, and this could approach 100%, as tested by the City's planners with two recent development applications in the M10 zone that were both rejected by JDAP.

In the case of the 20 level proposal at Forbes Road and Kintail Road Applecross in the M10 zone, this was rejected by Council Vote and by JDAP.

We oppose Bonus Building Heights as per recommendation 1 above.

3 **Concessions To Minimum Lot Sizes**

3 **Concessions To Minimum Lot Sizes**

The LPP proposes changes with respect to minimum lot sizes within the CBACP which would allow the concessions that exist for properties on Canning Highway to be applied to other development sites within the CBACP.

There is already significant traffic congestion along Canning Highway and feeder roads within the CBACP area and this will only increase into the future.

The proposal that lot sizes be reduced (& bonus heights also be available) is NOT supported.

We recommend that there be NO change to minimum lot sizes within the CBACP.

4 **Clarification of Bonus Building Height**

We have detailed our views at 1, 2 & 3 above and with respect to those proposals that conform with the CBACP at M4, M10 and M15, we consider that compliance with the CBACP via the LPP (Policy to be amended) must be articulated clearly.

Our recommendation is that the City planners (Director & Executive) must carefully consider each and every proposal within the CBACP to ensure that there are objective assessments and compliance.

Further, that similar disciplines be applied within the City as a whole and that any development applications that fall outside of policy guidelines must be reported by the Director & Executive to Councillors by a way of a monthly report to Council Meetings of planning exceptions whether approved OR rejected and reasons why.

This is simply good governance and a discipline that will ensure that Councillors are aware of such decisions and that they can engage on an informed basis with any stakeholders in the event that they are required to do so. Likewise ratepayers will also be informed of such decisions.

5. **Conclusion**

It would appear from the consistently large number of unlit apartments at night in long established high rise buildings like the Raffles, that many of the expensive, high rise apartments being built will not even be used to accommodate local residents, but rather, they are more likely to be purchased by overseas investors and rarely inhabited.

The City of Melville should not prioritise such dormant and effectively vacant developments, but should be meeting the needs of local people with affordable housing consistent with the leafy and low rise character of the area.

Yours faithfully,

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Marten Tieleman; Steve Cope; [redacted]
Subject:	Submission against adoption of the proposed Local Planning Policy (LPP) –Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP)
Date:	Monday, 29 April 2019 11:42:31 PM

Good Evening,

As a resident of Applecross I wish to express my concern in relation to the approach that the Council is taking in relation to the proposed Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan.

Having reviewed the information available on the City's website, it is my understanding that the Canning Bridge Draft Heights Policy proposes to normalise building heights of 25 storeys in the M15 zone which was designated for only 15 storey development. It also proposes to normalise a notional height limit of 15 storeys in the M10 area which was designated for only 10 storey development. The document seems to also provide an exemption for developers to obtain unlimited height bonuses at the discretion of the City of Melville.

I find these proposals unacceptable for the following reason:

1. This current approach taken does not appear to reflect what was intended when the CBACP was implemented and certainly not as it was explained to residents at the time.

2. With a default height bonus height of 50% (a minimum of 15 storeys) in the M10 area and 66.7% (minimum 25 storeys) in the M15 area, this approach seems to reflect a strong agenda from Council to provide bonuses "as of right" and no real explanation is given why this should be the case, let alone why the bonuses should be as much as 50% and 66.7% respectively. I do not believe that there are any justifiable reasons to allow any developments to exceed the original heights limits stipulated.

.

3. In my view, Exemplary Design should be a prerequisite for all developments in the CBACP area without necessarily qualifying for any height bonuses. However, my other major concerns relate to the impact on the current infrastructure, particularly the road network which is already at capacity and this issue does not appear to have been appropriately considered or addressed as part of the proposed bonus height provisions.

4. I also struggle to see how so called "community benefits" e.g. public toilets, first floor roof gardens, internal roads/boulevards etc., which in my view are being inappropriately favourably assessed to allow for height bonuses by Council, in assessing their support of over height developments. This practice should not be allowed to continue.

In closing, I wish to state that I am generally supportive of the CBACP as it was originally contemplated and explained to residents. However I would strongly urge the Council to reject this LPP as it will have a detrimental impact on the character and amenity of both Applecross and Mount Pleasant and is of great concern to me and many rate payers in the City of Melville.

Yours faithfully

From:	[redacted]
To:	CanningBridge
Cc:	Marten Tieleman; steve.cope@melville.wa.gove.au; Steve Kepert, Councillor for Applecross - Mt Pleasant Ward; Cr Nicholas Pazolli
Subject:	Proposed LPP - Canning Bridge activity Centre Plan
Date:	Tuesday, 30 April 2019 11:23:40 AM

Submission **against** adoption of the proposed Local Planning Policy (LPP)– Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP)

As a resident of the City of Melville I am writing to express my strong opposition to the draft LPP the City has released for comment. The LPP has been drafted after Council resolved to introduce a LPP that would provide clarity and guidance for developers, planning officers and JDAP. This resolution followed decisions by the Joint Development Assessment Panel (JDAP) not to approve development Applications, (particularly the recent proposed development on the corner of Forbes Road and Kishorn Road), despite these Applications being recommended by the City of Melville planning officers, whose recommendations went clearly against community wishes.

I understood that the aim of implementing a Local Planning Policy was to ensure that the maximum height limits were clearly defined, and the entitlement to bonus heights was also clearly defined, reflecting the very legitimate and clearly voiced concerns of local residents.

However it is apparent to me, that rather than heeding the loud concerns expressed by local residents over recent proposed developments and moving to protect residents' rights, the proposed LPP seeks to only legitimise the outrageous recommendations made by the City's planning officers and thus overcome, by "regulation", the very legitimate concerns of residents.

Maximum Height Limits

Rather that clearly stipulating and reinforcing the CBACP height limits of 10 storeys in the H10 and 15 storeys in the H15 zones, the proposed Policy effectively seeks to increase the CBACP height limits in the H10 and H15 zones to 15 and 25 storeys respectively, automatically. That is a contrary result to what was intended by Council when it initiated drafting of this Policy. What the Planning Department has done is given themselves more leeway for additional height buildings rather than controlling the height limits as Council clearly desired by their resolution. Also, there is still no absolute maximum height limit specified in the proposed Policy.

The CBACP was approved with certain restricted height limits, based on explanations that were given to, and broadly accepted by, residents and the community at the time. Those height limits must be respected.

Criteria for Bonus Entitlements - Exemplary Design

The Policy fails to provide any objective guidelines for what comprises exemplary design. Exemplary Design should be determined on an objective basis.

The decision of what qualifies as "exemplary" design is made by a panel of members, all of whom provide services to a relatively small building industry. There is an overriding element of self interest in this process. Therefore, if this criterion is to be used at all for consideration of bonus height entitlements it must provide objective and measurable qualities in the building

design and serviceability to residents and the community at large.

Examples of elements that can be objectively measured include, safety, room sizes, access to natural light and ventilation, reduced impact on the amenity of the location, etc.

However, overridingly these elements should be the mandatory, basic requirements for approval or support for approval of a building application for **any** building and therefore should not be considered as qualifying the application for bonus height entitlements. Consequently, Exemplary Design must not be considered a criterion which entitles a building to any bonus height.

Criteria for Bonus Entitlements – Community Benefit

The Policy fails to provide any objective guidelines for what comprises 'Community Benefits'.

The recent RAR for the development on the corner of Kishorn and Forbes roads tried to suggest that a couple of public toilets, end-of-trip facilities, an elevated playground/garden with limited access, and various other commercially lettable spaces constituted 'community benefits', warranting a 50% height bonus. As noted clearly by both the Council in its assessment (and consequent overwhelming rejection) of the RAR and by the JDAP in its rejection of the development application, a couple of public toilets, and end-of-trip facilities provide little or no benefit to existing residents and the community.

The Policy needs to provide some objective measures of what constitutes 'community benefit', and these need to be logically tied to what, if any, height bonus should be given. Logically, the community should be allowed some input in to what it considers a benefit to itself.

Traffic Impact

The draft Policy does not address adequately the impact of increased traffic. Anybody that resides in the area knows that traffic congestion in and around Canning Bridge is already dire, especially in the mornings. And that is the case without the full impact of other current building developments, such as Sabina and the Precinct.

While the draft Policy does talk about a requirement for traffic studies to be undertaken in Element 21.4.3, it is completely illogical that the Policy does not require the traffic studies to consider the cumulative impact of other developments in the area. Not only are the traffic studies referenced in RARs (the RAR report for the Kishorn/Forbes development application is an example) outdated, they do not consider the impact of other developments currently under construction, nor other developments which are being considered or assessed.

Lot Size

The CBACP is clear in that only lots adjacent to Canning Highway are entitled to the add back of the size of land ceded for road widening. The City of Melville has been provided with legal opinion that the add back provision does not apply to other areas in the CBACP. The City's Planning Department have admitted that the CBACP will need to be altered and WA Planning Commission approval will be required for any alteration, before that provision can apply to all

lots. However, this proposed Policy is now attempting to have the add back provision apply to all lots in the CBACP without WAPC approval and against the wishes of the Community. Once again, the Planning Department are just doing as they like and recommending changes to the CBACP to benefit the developers and detriment of existing residents.

Conclusion

The proposed Policy effectively automatically increases the height limits in the H10 and H15 zones and does not provide any absolute height limits.
The exemplary design criterion is subjective and not an objective measure of control.
There is no attempt to objectively define what constitutes "community benefit".
The traffic impact assessment provisions are inadequate.
The Lot size restrictions contained in the CBACP are being sought to be varied in favour of the developer by this proposed Policy.

For the above reasons the proposed Policy is not what was intended and must be rejected by the Council.

A new Policy should be prepared by parties independent of the City of Melville Planning Department and without the Planning Department's influence as that department has shown that they cannot be trusted to follow the Council's directives, and clearly have interests completely counter to the rights and amenity of existing residents.

Regards

[redacted]

From: [redacted]
To: CanningBridge
Subject: FW: Submission against adoption of the proposed Local Planning Policy (LPP) –Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP)
Date: Tuesday, 30 April 2019 11:48:38 AM

Council members

[redacted] who reside at [redacted] agree with all of the the matters raised in the email below concerning the adoption of the proposed Local Planning Policy (LPP).

We think all of these matters if adopted will have a detriment effect on the current residents of Applecross and Mt Pleasant.

We will not be voting in the current council members t the next elections.

Regards

[redacted]

From: [redacted]
Sent: Monday, 29 April 2019 11:42 PM
To: 'canningbridge@melville.wa.gov.au' <canningbridge@melville.wa.gov.au>
Cc: 'marten.tieleman@melville.wa.gov.au' <marten.tieleman@melville.wa.gov.au>; 'steve.cope@melville.wa.gov.au' <steve.cope@melville.wa.gov.au>; [redacted]
Subject: Submission against adoption of the proposed Local Planning Policy (LPP) –Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP)

Good Evening,

As a resident of Applecross I wish to express my concern in relation to the approach that the Council is taking in relation to the proposed Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan.

Having reviewed the information available on the City's website, it is my understanding that the Canning Bridge Draft Heights Policy proposes to normalise building heights of 25 storeys in the M15 zone which was designated for only 15 storey development. It also proposes to normalise a notional height limit of 15 storeys in the M10 area which was designated for only 10 storey development. The document seems to also provide an exemption for developers to obtain unlimited height bonuses at the discretion of the City of Melville.

I find these proposals unacceptable for the following reason:

1. This current approach taken does not appear to reflect what was intended when the CBACP was implemented and certainly not as it was explained to residents at the time.

2. With a default height bonus height of 50% (a minimum of 15 storeys) in the M10 area and 66.7% (minimum 25 storeys) in the M15 area, this approach seems to reflect a strong agenda

from Council to provide bonuses “as of right” and no real explanation is given why this should be the case, let alone why the bonuses should be as much as 50% and 66.7% respectively. I do not believe that there are any justifiable reasons to allow any developments to exceed the original heights limits stipulated.

.

3. In my view, Exemplary Design should be a prerequisite for all developments in the CBACP area without necessarily qualifying for any height bonuses. However, my other major concerns relate to the impact on the current infrastructure, particularly the road network which is already at capacity and this issue does not appear to have been appropriately considered or addressed as part of the proposed bonus height provisions.

4. I also struggle to see how so called “community benefits” e.g. public toilets, first floor roof gardens, internal roads/boulevards etc., which in my view are being inappropriately favourably assessed to allow for height bonuses by Council, in assessing their support of over height developments. This practice should not be allowed to continue.

In closing, I wish to state that I am generally supportive of the CBACP as it was originally contemplated and explained to residents. However I would strongly urge the Council to reject this LPP as it will have a detrimental impact on the character and amenity of both Applecross and Mount Pleasant and is of great concern to me and many rate payers in the City of Melville.

Yours faithfully

[redacted]

Hi Folks,

A REMINDER ABOUT SUBMISSIONS DUE THIS WEEK PLEASE

CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP) - LOCAL PLANNING POLICY (LPP) – BONUS BUILDING HEIGHT PROVISIONS

We had a great response over Christmas in providing over 200 submissions opposing an excessively overheight development in the Canning Bridge precinct.

You will be aware that the City of Melville planners have recommended projects which are clearly not in keeping with the CBACP philosophy that was promoted to ratepayers at the time of its approval. At that time **NO ONE** – residents, developers, Councillors and even the Council planners – could have anticipated that developments such as the 30 storey Sabina or 22 storey The Precinct would have been recommended let alone approved in the 15 storey M15 zone. Planners have proceeded to recommend 16 and 20 storey projects in the ten storey M10 zone.

After rejecting the first of these M10 proposals, Council (and subsequently also

the DAP) asked the administration to produce a Local Planning Policy (LPP) to clarify the additional Bonus Height provisions in the CBACP.
The draft LPP has now been released for public comment. The LPP and an information sheet (prepared by the planners) are available here - https://www.melvillecity.com.au/our-city/future-vision/canning-bridge-activity-centre-plan

The draft LPP does not address our concerns and can only make matters worse. The City planners have ignored the residents and the Council and developed an LPP with the interests of developers rather than residents as their focus. THIS LPP NEEDS TO BE REJECTED.
Why?
There are many reasons and we encourage you to read the documents for yourselves and form your own view but here are some of our concerns.

1. The LPP is proposing a default height bonus height of 50% (a minimum of 15 storeys) in the M10 area and 66.7% (minimum 25 storeys) in the M15 area provided the developer jumps a few (pretty low) hurdles. For very little extra effort, a developer can rely on 15 storeys in the 10 storey M10 area, and 25 storeys in the 15 storey zone. No rationale is given for the figures of 50% and 66.7%.
2. Even worse, by passing another small test, developers can achieve height bonuses to exceed 15 storeys in M10 and 25 storeys in M15. THERE IS NO EFFECTIVE HEIGHT LIMIT. No-one (at least not with a straight face) can tell us that this was the intention of the CBACP – certainly not as it was explained to residents at the time.
3. On a more technical issue it appears that they are trying to use the LPP to change the CBACP with respect to minimum lot sizes. If a developer gives up land for road widening and the development is on Canning Highway the land can be added back when calculating the minimum lot size, but under the CBACP this only applies to land on Canning Highway. The LPP, perhaps illegally, seeks to extend this concession to all developments in the CBAC. This was an issue with both of the M10 developments that were refused by Council and the JDAP (despite the planning officers recommending approval).
4. The LPP was required by the DAP and the Council to clarify the assessment of Bonus Height provisions – how much “exemplary design” and “community benefit” qualifies the development for each storey of bonus height? This requires some objective scale for assessment. Instead of this, the assessment criteria remain arbitrary and subjective. In the absence of objective criteria, the assessment process remains “at the

discretion" of decision makers, which fails to protect the interests of developers or ratepayers against corrupt or incompetent assessments.

The planning department at the City of Melville is not listening, so we need as many submissions as possible to be sent in to ensure Councillors understand how concerned the community is with what is happening in the CBAC. This LPP must be REJECTED BY THE COUNCIL – if we had decent planners focussed on the interests of residents rather than developers (or worse still perhaps, their own interests) we would not need this LPP.

We have attached a copy of submissions by two of our ratepayers to provide some guideline - click here and here. Use as much of these as you wish. Use your own words and ideas. Make it short or make it long, but let your opinion be known.

Please get your submissions in as soon as possible – the closing date for submissions is Tuesday May 7, 2019 and they should be sent to canningbridge@melville.wa.gov.au and please copy in the CEO – marten.tieleman@melville.wa.gov.au – and the Director, Planning – steve.cope@melville.wa.gov.au . You might also like to send your submissions to the Councillors.

This is a very important issue as the character and amenity of Applecross and Mount Pleasant is at risk, as well as the integrity of our planning process. We need as many submissions as possible to Council – they can be detailed or brief – please just make your concerns known.

"The only thing necessary for the triumph of evil is that good men do nothing" (Edmund Burke)

Thanks for your Financial Support

These campaigns cost money. We thank all those whose generous support has brought us this far and invite you to continue to support [redacted]. Please ask all your friends and neighbours to join us and donate as well.

Bank Account details are : [redacted] **BSB 036-031 A/c 387441**

Our email address is: [redacted]

Virus-free. www.avg.com

From: [redacted]
To: CanningBridge
Subject: Comments on the current Activity Centre plan
Date: Tuesday, 30 April 2019 12:22:07 PM

When composing my list of comments, i received a copy of statement to be made to the council by another concerned resident. The composition listed almost all of my items, so I have reiterated the elements of the stated document and then supplemented it as required.

The Canning Bridge Draft Heights Policy published by the City of Melville proposes to normalise building heights of 25 storeys in the M15 zone designated for 15 storey development.
It also proposes to normalise a notional height limit of 15 storeys in the M10 area designated for 10 storeys maximum height.

However, contained in the detail of this document is an exemption for developers to obtain unlimited height bonuses at the discretion of the City of Melville.

I find these proposals unacceptable for the following reasons.

1. This scale of development was never discussed or envisaged during the consultation phase with ratepayers before the plan was adopted.
2. If this was the objective of the City of Melville I consider the City has acted in bad faith when informing ratepayers without revealing these intentions in the consultation phase.
3. The process by which the City can declare a design exemplary is considered in isolation by the Design Review Panel without any reference to impact on surrounding buildings or infrastructure restrictions.
4. The Mayor of the City of Melville promised “No New York Skyline” in his election literature during the consultation phase and offered personal guarantees this would not happen under his administration.
5. The subjective process of deciding levels of community benefit is fundamentally flawed and has resulted in overheight developments being supported with very small and spurious community benefits.

If we take a look at how the City of Melville has exercised discretion when awarding height bonuses in the Canning Bridge Area we find the following examples.

Sabina – 30 storeys approved in the 15 storey area for the community benefit of an access laneway and a little bit of public art. The trade off in value received as a benefit to the developer compared to the contribution made is ludicrous, particularly when considering the devastating impact of on the amenity, traffic, city infrastructure and environment of the additional 15 stories of this development on the surrounding/adjacent residents. In deed there is no upside for either the community or these residents for the supposed contribution made.

Cirque Apartments – 22 storeys approved despite not being compliant with element 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." Major overshadowing of properties on the Southern boundary resulting in stranded assets for adjacent property owners.

The Precinct - 22 storeys approved despite not being compliant with element 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." Major overshadowing of properties on the Southern boundary resulting in stranded assets for adjacent property owners.

Then if we look at some recent Responsible Authority Reports produced by the City of Melville Planning department we find

20-22 Kintail Road 16 storeys in the M10 zone supported despite no tangible community benefits. This RAR was rejected by Melville Council as well as twice by the JDAP and is the subject of another appeal to the SAT.

Forbes Residences on Forbes Road. 20 storeys in the M10 zone supported despite no tangible community benefits and real issues about location and the block size being less than permitted to qualify for height bonuses.

This RAR was rejected by the Melville Council with additional concerns about the overshadowing. The JDAP also rejected this proposal.

Whenever the City of Melville examines a development proposal they do not appear to consider the impact on the amenity of surrounding properties, traffic and infrastructure implications and refuse to enforce their own planning restrictions.

As a resident of the Canning Bridge Activity Centre Plan area I find this completely incredible. The City should not be allowed to exercise any more discretion because of it's track record only 3 years into the Plan.

When the Melville City Council discusses the public comments about these proposals I hope they note these points and reject the Officer's Recommendation to approve this policy.

What we really need is an external review of the entire Canning Bridge Activity Centre Plan. There should also be a moratorium on the City assessing any more proposals in the CBACP area until this is carried out and community opinions included on the future size and scale of the Canning Bridge Activity Centre are to cease.

If the council had stood by the height rules which they advised us all would be applied rigidly across the activity center, I suspect there would have been little if any complaints such as those described in this document, however the Council and their staff, for reasons unknown, have taken it upon them selves to ignore the solid commitments on height of facilities that the council made to our community.

From:	[redacted]
To:	[redacted]
Subject:	CANNING BRIDGE ACTIVITY CENTRE POLAN (CBACP) - LOCAL PLANNING POLICY (LPP) - bonus building height provisions
Date:	Tuesday, 30 April 2019 12:40:49 PM

CANNING BRIDGE ACTIVITY CENTRE POLAN (CBACP) - LOCAL PLANNING POLICY (LPP) - bonus building height provisions

A Local Planning Policy (LPP) is not even necessary. The City of Melville has the Canning Bridge Activity Centre Plan (CBACP).
Designed and presented to ratepayers, developers, Councillors and Council Planners after a range of efforts; investigations, enquiries, consultations, advice and presumably extensive review, the CBAC plan is the working document to be adopted today, stick to it.

The LPP will obfuscate ratepayers further, camouflage the real greed of developers and city planners, disrupt an already accepted plan and will *not* address residents and Council's aims as set out in the CBACP.

City of Melville Planning Officers have recommended projects subsequently rejected by JDAP as not recognising and not meeting the CBAP plan's intention. Presumably, the draft LPP, with information sheet prepared by those same planners, has been devised by developers in connivance with City of Melville's Planning Officers.

The City's Planning Officers have failed. Having already proven incompetent it is now proposed the waters be muddied further with the LPP, agitating perhaps to mask their incompetencies, kowtow to developers or possibly pursue their own interests.

This LPP is a farce for example:
In whose opinion is it that the bonus item is proportionate to the extent of the bonus granted?
Whose opinion is it that a development exceeds the identified requirements?
Who decides what a significant benefit to the community is?
Who decides a development demonstrates it meets a strategic need?
And what's more EVERY development design in our City needs to be exemplary!!
While not to be awarded "as of right", this item is likely to be ignored by the developers, and the City's Planners, if the draft LPP is adopted.

I totally oppose adopting the proposed Local Planning Policy – bonus building height provisions for the Canning Bridge Activity Centre Plan. The City of Melville has the CBACP, abide by it.

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	martin.tieleman@melville.wa.gov.au; Steve Cope
Subject:	CBACP - LPP Bonus Building Height Provisions
Date:	Tuesday, 30 April 2019 1:08:55 PM

To the City of Melville

I am writing this email in response to the Bonus Building Height Provisions proposed by the City of Melville Council.
We are deeply concerned about the proposals and wish to express our deep antipathy towards the overdevelopment plans for Applecross.

We have been [redacted] rate paying residents since 1994 and have enjoyed and loved residing in one of the most sought after and beautiful jewels in the city of Perth.
Our stunning tree lined streets, natural beauty and peaceful enjoyment of this suburb has been greatly admired by visitors not only from other parts of Perth, but nationally and internationally as well.

Sadly, the CBACP approved by the City of Melville is changing forever the landscape and quality of life for Applecross residents and the lack of sensitivity and regard to the views and opinions of residents is frankly, shocking and appalling. As such, our only recourse is to move away from this area but not before we will be impacted by the development of a 19 metre, 21 apartment building being constructed directly across the road from us on our quiet residential street. We, and many of the residents in the street voiced our very real objections to this development but they were dismissed and disregarded without any real empathy and consideration shown to us.

We wish to categorically state that we are completely opposed to the awarding of bonus building height and to the reduction of minimum lot size capability for any proposed building works as there is evidence of bias against the wishes, concerns and interests held by the residents who will be greatly impacted by the granting of these bonus heights and minimum lot size capabilities 'exceptions'. Granting bonus height provisions and minimum lot size based upon 'exemplary design and community benefit' are arbitrary and subjective assessments made by decision makers who are not ratepayers living close to these towering structures.

We would ask, as we have done in previous correspondence to the Council regarding the Canning Bridge Precinct development, for our very real and valid objections to be properly considered and respected. However, given the recent approval for building projects, it seems that our views are being and will continue to be ignored.

Yours sincerely
[redacted]

From:	CEO-Office
To:	CanningBridge
Subject:	FW: Regarding Canning Bridge Activity Centre Plan (CBACP) Building Height Bonus Provisions
Date:	Tuesday, 30 April 2019 1:35:05 PM

From: [redacted]
Sent: Friday, 26 April 2019 7:08 PM
To: Marten Tieleman
Subject: Regarding Canning Bridge Activity Centre Plan (CBACP) Building Height Bonus Provisions

Dear Mr Tieleman,

Re: Canning Bridge Activity Centre Plan (CBACP) Building Height Bonus Provisions

I would like to express my frustration at the manner in which City of Melville planners have interpreted and varied the Canning Bridge Activity Centre Plan (CBACP) from the established building height restrictions.

Residents of Applecross have paid premium prices for homes in an area with good transport links, tree lined streets and a positive community atmosphere. The development of Sabina and the infill of many other smaller apartment blocks has already begun to destroy this community unity by encouraging a far more transient population. It has also increased both parking and traffic on what are quite restricted roads.

The limits of a 10 storey zone and a 15 storey zone were accepted by residents and rate payers in spite of the disproportionate increase in height in comparison to the surrounding properties. These height restrictions caused concerns for residents due to shadowing, changes in air flow, traffic flow and parking with increased residents and visitors and more importantly, the erosion of the community atmosphere that many residents had worked hard to cultivate.

The approval of Sabina was a breach of the trust of residents who neither understood the 15 zone area could have buildings with additional floors, nor were consulted when a decision to allow a building DOUBLE the height of the publicised limit. To approve a building between seven and 15 times the height of most surrounding buildings is disproportionate to everything that residents and rate payers understood to be reasonable and destroys the feel of the area.
The information now released in the Local Planning Policy (LPP) regarding CBACP has further undermined my confidence and the confidence of my neighbours that the City of Melville is considering any of the current Applecross residents, instead focussing on developers and the potential accrual or additional rate payers.

The 'bonus height' allowance of 50% in M10 and 66.7% in M15 will further destroy the lifestyle and atmosphere that current residents chose. The categories that developers can fulfil to achieve additional height in their buildings such as providing street art or having facilities for the community should be amongst the minimum requirements of development in Applecross. Every developer should be improving the lot that they are developing through these methods in order to get approval and to be allowed to develop up to the previously agreed limits of ten and 15 storeys respectively.

I am pleading with you to:

- Keep the maximum height limits at the previously agreed limits of ten and 15 storeys.
- Apply high standards to the developers to ensure any development significantly improves the area.
- Ensure a minimum of one parking bay is required per residence with up to one bedroom, a minimum of two bays for residences with up to three bedrooms and additional visitors bays for every residence above three bedrooms.
- Prioritise family homes and town houses in order to:
    - ensure a more stable population, less transient population within Applecross
    - limit the on street parking required
    - limit traffic congestion

Thank you for your consideration of these matters.

Yours Sincerely,

[redacted].

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 30 April 2019 1:37:50 PM

Name: [redacted]
Address: [redacted]
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor): property owner

Comments:
I do not support the draft Local Planning Policy (LPP) for the following reasons;

1. The Canning Bridge Activity Centre Plan (CBACP) originally set limits to building heights. There must have been good reasons to establish these criteria, one would hope. If these heights are now going to be compromised upward there needs to be a justification based on and referring to these original criteria such as an explanation as to why the original criteria were wrong. If this point is not addressed then it all looks very arbitrary and hap hazard.

2. As a resident in the affected area I note the traffic congestion on Canning Highway and surrounding roads at peak times. The proposed increase in heights must increase density and congestion issues. In both the CBACP and the LPP there is constant reference to the interests and expectations of the precinct, and rightly so, but these seem to be given lip service only when this proposal fails to provide supporting infrastructure PRIOR to compounding the density and congestion issues. This is not supporting rate payers interests in a stress free community.

3. If we examine Element 22 of the CBACP which addresses the community bonus allowance then there is a requirement of 4 of 11 criteria needed to be fulfilled by a developer to begin applying for the height bonus. Why not 6 of 11 or indeed 10 of 11? This is so fraught with ambiguities and assumptions that it is obviously meant as a soft sell to developers without any recognition of community input. The most glaringly obvious observation of this section is the total subjectivity of what constitutes a community benefit and then the arbitrary judgement by council as to whether the developer has met requirements. I would suggest that the issue seems to come down to trust and the council has in recent times not endeared itself to rate payers on this basis, rather they have with contemptuous arrogance disregarded rate payers interests and closed down protest in a manner most undemocratic.

4. 21.4.3 in the LPP is impossible for any developer to achieve if these criteria are strictly enforced. The reason for this is glaringly obvious in that no one development can ease the additional burden imposed on surrounding road systems which developers do not impact upon. Thus I conclude that this section is again only meant to pay lip service to issues of congestion that would necessarily be increased by the impost of additional density in said bonus height.

5. 22.1.4 is a joke. The very definition of affordable housing is open, not defined. These could be affordable to those well heeled enough to afford. This is not a community benefit at all.

6. The LPP draft requires a lot more paper work it seems but how does this translate into desired outcomes is always the question. Yes we can cross the “t” s and dot the “I” s but the decision as to how much community benefit results still resides with an untrustworthy council.
   Yes, we can always use extra toilets and community rooms but if these are used by motorists parked in the new parking areas provided by the developer while waiting for congestion to ease then I would rather not have them and avoid the congestion.
   This goes to how we assess the community benefit and how do the mentioned facilities ease congestion that would ultimately be imposed upon everyone due to increased density.

In this area none of the mentioned community benefits cited in Element 22 of the CBACP meet the criteria of reducing the inevitable increase in density and subsequent congestion.

7. 22.1.10 is a doosy. Road widening. This is a confession that extensions to present infrastructure will be required and logically due to increased density but there is no prescribed dates related to easing the congestion manifest by putting the high rise in before allowances for it. A matter of the cart before the horse or the developer before the rate payer.
   Still another problem looms. If the height is dependent on a base area then logically on the engineering of the structure no one should be ceding land to road widening as this would compromise the structural integrity of the extra levels of the build. This would be a safety issue of paramount significance and could be used as an argument to never cede land to road widening.

8. Too much of this proposal relies on a council honouring its manifesto to safe guard rate payers interests. In this area we have witnessed recently the great disconnect between the council and the rate payers. It would be much simpler if council just set maximum heights with proper engineering and planning justifications and save the developers all the additional paper work.
   It would be better also if the council did the job they are paid to do and place rate payers before developers interests for the true benefit of community. The true community benefit will only be recognized when council does what is is paid to do and do it more efficiently for every ones sake.

From:	[redacted]
To:	CanningBridge
Cc:	Marten Tieleman; Steve Cope
Subject:	RE: Submission against adoption of the proposed Local Planning Policy (LPP) –Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP)
Date:	Tuesday, 30 April 2019 3:54:56 PM

Dear Sir's

Re: Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP)

I am a [redacted] resident, I am emailing you to express my concerns in relation to the proposed Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan.
I do not believe that there are any reasons to allow any developments to exceed the original heights limits stipulated.

I strongly urge the council to reject this proposal.

Regards.

[redacted]

[redacted]

From: [redacted]
To: CanningBridge
Subject: CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP) - LOCAL PLANNING POLICY (LPP) - BONUS BUILDING HEIGHT PROVISIONS
Date: Tuesday, 30 April 2019 8:42:43 PM

Dear Sirs

A Developer buys a piece of land knowing what restrictions have been imposed for a proposed building on that land. There is no reason that a council should allow the developer to make more money by allowing extra benefits to build a building that does not comply with the building codes. So far the developments in the Canning bridge precinct have provided no additional benefits to the neighborhood. In my opinion the effect of the present developments has destroyed the amenities for the local residents. There is congestion, lack of light & pollution. The concrete blocks (with no design innovation) will stop the flow of fresh air for the residents & numerous pedestrians that walk along the foreshore.

I strongly object to the proposed changes .

Regards

[redacted]

Virus-free. www.avg.com

1 May 2019

Dear Mr Tieleman and Elected Members.

RE: Proposed Local Planning Policy No LPP 1.18 – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan

Looking closely at the City officers' proposal I have serious concerns about any community benefit whatsoever that would even come near to outweighing any of the drawbacks that I see will arise from this. The text in this draft policy (LPP 1.18) is merely a repeat of what we read already in the Canning Bridge Activity Centre Plan (CBACP) and will **not** resolve any of the many concerns raised by the community.

In fact, it is made worse by now adding the "Threshold to Bonus Height" to the equation. This is a clear sign of the City's deliberate stand (for the fourth time) of ignoring previously 'agreed upon' height restrictions. It is further aggravated by increasing the 'Lot Size Capability' to provide a larger footprint suitable for taller buildings. The inclusion of such a provision ("Threshold to Bonus Height") will only encourage proponents to participate in 'stretching' the height limits, thus further eroding community expectations.

I have raised the issue of traffic previously but obviously to no avail. Compare this indicative cross section....

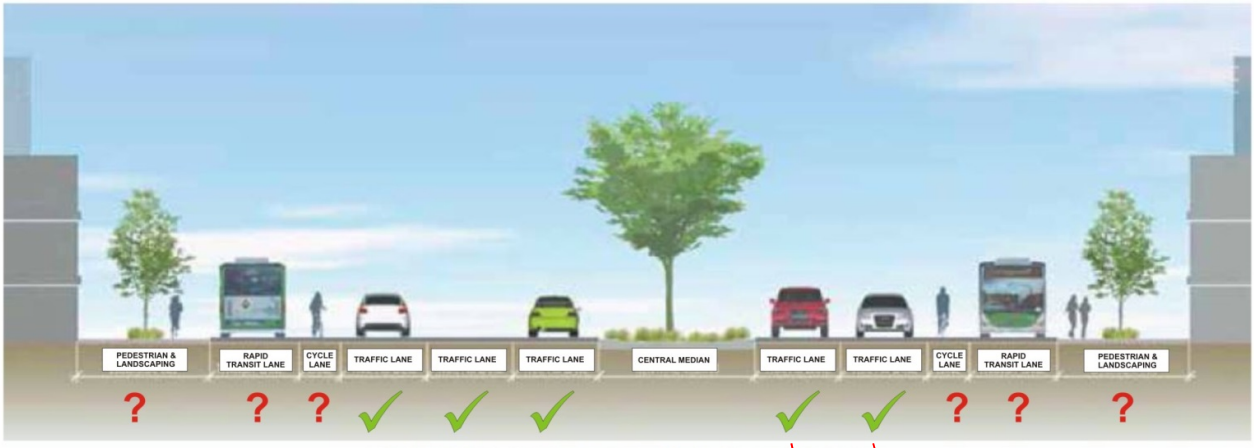


Figure 14 Indicative cross section – Canning Highway

...in reality...

...it is obvious that with the new buildings currently under construction it will not be possible to add a bus transit lane and a cycle lane in each direction.

The City must be all too aware that traffic congestion is a major issue. It will only get worse, not only on Canning Highway but in the surrounding CBACP streets and beyond, where there is definitely no room for road widening.

An in-depth discussion, with conclusive detailed reports on how all the service infrastructures required for the CBACP are going to be implemented, at what cost and who will pay for it, is glaringly missing in this document.

Item 7.3 Services Infrastructure on page 98 of the CBACP only deals with 'may be' and 'uncertainties'...

- The comment with respect to WASTEWATER is *'This complex system of interdependent sewer catchments will make it difficult to forecast future upgrade requirements to the wastewater system*' and...

- With regard to POWER it states *'In terms of electricity, the CBACP area is located on the outer edge of the Western Power infrastructure area, resembling an "end-of-line" scenario. There is no power connection across the Canning River Bridge, and redevelopment on either side of Canning River will require substantial system upgrades.'*

It is clear that there are a vast number of unresolved issues.

The City is well aware of the power supply issue and its poorly up to date infrastructure. These concerns were raised 10 years ago and again as recently as in 2017-19 in relation to the Government's quest for high density infill as per the CBACP. Unfortunately, the City elected to ignore Section 5.41(c) of the Act and did not implement or at least try to follow up on the Council's Decisions that were made on the 19 October 2010. Had this been done it is unlikely that we would have seen statements like '*resembling an "end-of-line" scenario.'* Details of the community efforts 9 – 10 years ago can be seen here via this link http://www.myareesubstation.net/ and it is clear the City has some catching up to do, ensuring service infrastructures are brought up to date in readiness for an increase in proposed developments.

There are many concerns raised already regarding over-shadowing and privacy related to high-rise buildings overlooking neighbouring residents in larger areas outside the CBACP but seemingly this is not taken seriously by the City.

How many of our Elected Members or City of Melville officers and staff would wish to live like this and be subjected to such gross intrusion as we see in the streets adjacent to Garden City?

This will become commonplace in the CBACP and in my view is an insult, not only to the affected residents, but the community at large.

There can be no doubt that both Mr Dean Nalder's and the residents' call for a halt is valid and urgently needed to prevent further erosion of what should have been good planning. What we see instead is a 'cart before the horse' exercise that will benefit no-one and cause irreparable damage on many fronts in the years to come.

March 19, 2019 www.communitynews.com.au NEWS 3

Nalder calls for bridge suspension

Aaron Corlett

BATEMAN MLA Dean Nalder has called on Planning Minister Rita Saffioti to suspend the City of Melville side of the Canning Bridge Activity Centre Plan (CBACP) until a review is completed by the WA Planning Commission.

In a letter sent to Ms Saffioti on Thursday, he outlined the reasons as being the absence of criteria to measure height bonuses against community benefits, no transport delivery plan or master services plan, an absence of public open space and the lack of consideration for public infrastructure.

Mr Nalder said there was a "fear" in the community that the planning process was following the same planning principles as other "overly congested poorly planned cities."

City of Melville chief executive Marten Tieleman said a wider review was "nothing new" and the City had already resolved to do it.

"In addition, the City has already prepared a draft Local Planning Policy (LPP) as an interim response to enhance the operation of the CBACP and this is already scheduled to be presented to Council on March 19," he said.

"The proposed Local Planning Policy has the potential to be operational in the short term and responds to the main issue raised in the Member for Bateman's letter, which is enhancement of the understanding of the CBACP expectations regarding building height and additional clarity on the process for considering additional height.

"The CBACP is part of the statutory planning framework for the precinct. It would not be responsible or practical to 'suspend' the CBACP.

"Instead, the council has moved to engage with stakeholders and review the content and operation of the CBACP in accordance with the established processes."

Mr Tieleman said as part of the CBACP's long-term plan, it was recognised that the State Government had responsibility for several issues and was responsible for rolling out and establishing funding mechanisms for the identified infrastructure, community facilities and transport services.

"The City would welcome additional State Government attention to these issues and the opportunity to work together to realise these critical components of the CBACP," he said.

"The preparation of the CBACP was informed by extensive modelling in terms of forecast population and infrastructure demand, and in particular the modelling included an overall plan for the transport network under the then Transport Minister's portfolio."

I urge the City to go back to the drawing board ensuring all aspects are properly assessed and are feasible, before continuing any further, a process that should also include **proper community engagement** (i.e. Workshops) and involve **independent** architects, engineers and other professionals with all the relevant qualifications and experience.

Yours sincerely

[redacted]

[redacted]

[redacted]

My submission against adoption of the proposed Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP)

Consequent upon a number of negative comments and decisions by the Joint Development Assessment Panel (JDAP) to not approve development Applications (despite these Applications being supported the City of Melville planning officers), Council resolved to introduce a **Local Planning Policy (LPP)** that would provide clarity and guidance for developers, planning officers and JDAP. The aim of the LPP was to ensure that the maximum height limits as of right were clearly defined and the entitlement to bonus heights was also clearly defined.

Maximum Height Limits

Rather that clearly stipulating and reinforcing the CBACP, as of right height, limits of 10 storeys in the H10 and 15 storeys in the H15 zones, the proposed Policy effectively seeks to increase the CBACP height limits in the H10 and H15 zones to 15 and 25 storeys respectively.

That is a contrary result to what was intended by Council when it initiated this Policy. What the Planning Department has done is given themselves more leeway for additional height buildings rather than controlling the height limits as Council clearly desired by their resolution. Also, there is still no absolute maximum height limit specified in the proposed Policy.

Criteria for Bonus Entitlements Exemplary Design - The Policy fails to provide any objective guidelines for what comprises ***Exemplary Design***.

Exemplary Design should be determined on an objective basis. Examples of elements that can be objectively measured include, safety, room sizes, access to natural light and ventilation, reduced impact on the amenity of the location etc. However, these elements must be the mandatory requirement for approval or support for approval of a building application for any building and therefore cannot be considered as qualifying the application for bonus height entitlements. Consequently, *Exemplary Design* must not be considered a criterion which entitles a building to any bonus height. Particularly as the decision of what qualifies as exemplary design is made by a panel of members, all of whom provide services to a relatively small building industry. There is an overriding element of self interest in this process and there have been many examples of buildings being considered to be of exemplary design by the Design Review Panel when the design does not even comply with basic Australian Standards for safety. Therefore, if this criterion is to be used at all for consideration of bonus height entitlements it must provide objective details for more than the abovementioned elements and these additional elements must be substantive and measurable qualities in the building design and serviceability to residents and the community at large. Conditions must include full up-front payment for all infrastructure costs that may be incurred as a result of the development, including road widening and payment of an annual "bonus height" levy. This levy to be placed in a segregated financial account and applied solely to the benefit of the community in the locality of the building. This will be a measurable and true "community benefit".

[redacted]

[redacted]

[redacted]

Lot Size

The CBACP is clear in that only Lots adjacent to Canning Highway are entitled to the addback of the size of land ceded for road widening. The City of Melville has been provided with legal opinion that the addback provision does not apply to other areas in the CBACP. The City's Planning Department have admitted that the CBACP will need to be altered and WA Planning Commission approval will be required for any alteration, before that provision can apply to all lots. However, this proposed Policy is now attempting to have the add back provision apply to all lots in the CBACP without WAPC approval and against the wishes of the Community. Once again, the Planning Department are just doing as they like and making changes to the CBACP to benefit the developers.

My Objections to the above are:

1) Not as initially communicated to the rate payers.
2) Moving the goal posts to suit the developers as projects progress.
3) Rules change to suit the players in the game but exclude the rate payers (major players).
4) The community is not being protected by the Council, it is being exploited for commercial gain.
5) The council is derelict in their duties by approving projects under initial applications then altering the approval upon subsequent applications which are not subjected to public approval, ignoring the original agreed height restrictions and agreeing to bonuses based on what is loosely deemed "Exemplary Design" when the reality is these designs are either just building requirements to comply with safety regulations and standards and/or marketing ploys to make the properties more attractive to investors.
6) It's obvious the developers want to have 15 or 25 or 30 storey high buildings from the onset and they know they can use different policy's to circumnavigate restrictions and whilst various departments are complicit in this strategy the outcome will always be that the developer will get what they want and the community will be left scratching their head wondering how this all happened.
7) Where is the protection of the community in all of this? Where the protection of rate payer's right to have a say in how their area is developed? Why ask for public opinion and run election campaigns on promises when opinions go unheard and promises unfulfilled.

[redacted]

[redacted]

From: [redacted]
To: CanningBridge; Marten Tieleman
Subject: CITY OF MELVILLE - BUILDING HEIGHTS - [redacted]
Date: Wednesday, 1 May 2019 1:56:10 PM

City of Melville.
Chief Executive Officer.
Diretor of Planning.

Dear Sirs CITY OF MELVILLE - BUILDING HEIGHTS

The Canning Bridge Draft Heights Policy published by the City of Melville nominates building heights of 25 levels in M15 zone designated for 15 levels. another 10 levels!
It also nominates normalising height limit of 15 levels in M10 area designated for 10 levels total height, another 5 levels!

There is an exemption for "developers", In the detail of the document, to achieve unlimited height bonuses from the City of Melville!!

Such levels are totally undesired by the residents of Melville. Residents have expressed to the City of Melville at previous times their views re skyrises.

This amount of development was never discussed or envisaged in the consultation phase with ratepayers prior to the adoption of the plan.
Had this been the plan of the City of Melville, then the City acted in bad faith when informing ratepayers and not showig these intentions at the consultation phase.
In his election material during the consultation phase, the Mayor of the City of Melville promised "No New York Skyline" and offered personal guarantees this would not happen under his administration.

The levels are totally incompatible with ratepayers wishes and with the amount of population able to be supported by Melville.
And they are beyond reason as to traffic that would be generated; traffic now being bumper to bumper on Canning Hghy at peak periods, e.g. at 8.25 a.m. very morning from prior to Risley St., up to Canning Bridge and beyond:
With cars avoiding part that area by using Matheson Rd and also adjacent Macleod Rd., then right into Kintail Rd and up 2 km to Canning Hghy again; with a further long bumper to bumper line a block long in Kintail Rd waiting for traffic lights to enter Canning Hghy.

Please stop the further spoiling of our beautiful City. Thank you.

Sincerely
[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Marten Tieleman; Steve Cope
Subject:	bonus height provisions in local planning policy - [redacted]
Date:	Wednesday, 1 May 2019 4:02:52 PM

Dear CEO Tieleman,

By accepting the LPP, specifically bonus heights provisions, and giving preference to the developers over residents' trepidations, the amenity of Mount Pleasant and Applecross is in jeopardy. Many residents in the community have expressed their concerns about the extra building height provisions. To date the City Planners have not listened to the issues raised by much of the community.

The LPP should not be accepted. As proposed in the draft, the process is flawed and could leave itself open to unscrupulous and/or inept individuals or groups.

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Steve Cope; Marten Tieleman; Cr June Barton; Cr Nicholas Pazolli; Cr Steve Kepert; Cr Katy Mair; Mayor Russell Aubrey; Cr Nicole Robins; Cr Clive Robartson; Cr Tim Barling; Cr Duncan Macphail; Cr Karen Wheatland
Subject:	reject the bonus height provisions in LPP - [redacted]
Date:	Wednesday, 1 May 2019 4:25:10 PM

Dear staff,

It is because of my concern for areas surrounding Canning Bridge (and the wider community) that I correspond with the City of Melville in relation to the draft Local Planning Policy and the bonus height provisions.

I agree with the general consensus in the community that *this Policy should not be accepted.*

With no rational nor convincing criteria presented by the developers for the extra height, there seems little doubt this will become the unacceptable norm for the M10 and M15 areas. This bonus height represents an increase of up to two thirds of the intended and informed, elevation for the CBACP. Consequently, the amenity of the Applecross and Mount Pleasant areas will be diminished and changed negatively forever.

It is on this basis that I reject the need for such extravagance to please the developers over the residents; and request the LPP be vetoed.

[redacted]

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Wednesday, 1 May 2019 7:44:22 PM

Name: [redacted]
Address: [redacted]
Interest in the area (eg. Property Owner, Developer, Investor, Employment, Visitor):
Property Owner / Resident

Comments: We are extremely disappointed with the City of Melville in that it has previously approved building height bonuses for the new apartment buildings located within the Canning Bridge Precinct.

Not only are the new apartment building with the “bonus building height” are proving to be a visual blight to the area but are considered as having a negative impact on the surrounding community.

The increase in traffic has been significant and this is even though the apartment buildings are not all completed or even fully occupied at present. The current traffic has significantly impacted our ability to safely travel to and from our home and the increase of internal traffic via the “rat runs” is and will become more of a safety issue, which is of concern. It is evident that this issues will greatly worsen once all the apartment buildings are all completed and fully occupied.

We would also like to bring to your attention that the Sleat Road / Canning Highway intersection and the Reynolds Road / Canning Highwa intersection have become extremely congested and the existing community living in Mount Pleasant have become grid locked which have also created unsafe road conditions. It is unacceptable that the City is neglecting the impact this is having on our community and in particular our safety. In the event of emergency services such as ambulance, police or fire brigade vehicles trying to travel along these roads to access an emergency their access would be severely impacted. Sleat Road and other intersecting roads are not designed to take the extra vehicle load that apartments will bring to the area and there is no adequate road reservation required to future road upgrades to accommodate the extra vehicle volumes.

The other issue these high rise apartments are creating is an increased demand for street parking which has not been taken into consideration and is not appropriate for a residential area.

We do not believe there are any “Community Benefits” associated with the design and implementation of initiatives proposed by developers such as having 6 star ratings in the design of buildings. These benefits are more inherent for the developer / owner of such development and not the community at large. Initiatives introduced by the various proponents (developers) only benefit their financial outcomes and not the community. The fact is that traffic is and will continue to increase and worsen, the existing environment is significantly compromised by the visual impact these buildings bring to the area and the negative impact they have to the surrounding areas .

It appears that there has been poor planning decisions made and no consideration has been given to the impact this is having on the effected community. It is evident that the existing roads, in the surrounding areas of the Canning Precinct, are already congested and that residents are finding it difficult to exit or enter their suburb and the internal roads are not coping with the higher volume of traffic nor will they cope in the future given the

intensification of densities with a lot more people and living within this area where infrastructure cannot support the extra load.

Based on the proposed Draft Bonus Building Height Policy, we strongly oppose any building height bonus being considered or permitted and urge council to maintain building heights based on the appropriate zoning without any bonus heights being given to both high density buildings or medium/low densities. We do not need more pressure on our existing roads and compromising the safety of our community by adding more levels to apartment buildings and permitting 4 storey buildings south of Helm Street. The reason we purchased our property in Mount Pleasant was as it had low density residential and we do not believe this should be compromised by council.

It is critical that the four Storey height restriction be terminated at Helm Street north and not allowed south of Helm Street. Protecting the integrity of the residential homes south of Helm Street is essential and a height limit should be applied based on the current zonings and not make any zoning changes that permits this higher densities and greater building heights. Not only is council currently creating safety issues with this proposed draft policy but it is a visual blight to the area that should not be allowed.

We strongly believe that council needs to protect its existing community and listen to the concerns raised regarding the points raised above and that no bonus building heights should be approved now and in the future. We ask that council puts a restriction on building heights and does not make any changes that increases heights especially south of Helm Street.

Regards

[redacted]

[redacted]

From: [redacted]
To: CanningBridge
Subject: Comments on Proposed Local Planning Policy Canning Bridge Activity Centre Plan [redacted]
Date: Wednesday, 1 May 2019 8:55:21 PM

I provide comments on the Canning Bridge Local Planning Policy.

Despite areas designated as 15 storey (M15) and 10 storey (M10) the Canning Bridge Draft Heights Policy proposes to normalise building heights of 25 storeys and 15 storeys respectively in those zones. Worse is the allowance of unlimited height bonuses. This is at completely at odds with community desires and previous representations.

I register my strong objection to the City of Melville's proposals, specifically noting:

- Initial consultation with the community considered lower height limits than those established. Despite this, Council unilaterally established higher levels in zones.
- These zone levels are now effectively minimum levels not maximums
- Massive discretionary bonuses have been agreed to by Council (eg DOUBLE height bonus, such as for the Sabina development - 30 storeys approved for an M15 site).
- Bonuses are subjective and effectively neuter community concerns over heights.
- Bonuses within the City of Melville are at odds with the adjoining development area controlled by the City of South Perth (where maximum 5 storey bonuses are in place)
- A clear set of bonus metrics and limits should be established and discussed with the community in advance of further overscale developments being considered.
- Any development application, including bonus heights, should consider the impact on areas of community concern, including traffic and amenity.
- The granting of excessive height developments greatly increases the risk of stranded properties within the development zone. This will be disastrous for individual ratepayers and the community amenity as a whole.

The Canning Bridge Activity Centre should be subject to external review and community concerns about zone limits being maximums rather than minimums incorporated. Bonus criteria and limits should be clearest defined, and until then no bonus requests should be considered.

Regards

[redacted]

[redacted]

Sent from my iPhone

From: [redacted]
To: CanningBridge
Subject: comments on policy - [redacted]
Date: Wednesday, 1 May 2019 10:04:17 PM

I wish to comment on the Bonus Building Height Provisions Proposal

I am a current resident of Mount Pleasant, and have lived within the City of Melville since the early 1980's . I do not profess to have any expert knowledge of the intricacies and technicalities of Town Planning and Building Developments but feel compelled to submit my comments on the Canning Bridge Draft Heights Policy.

I find the proposals of this policy unacceptable for the following reasons.

1. There was a consultation phase with ratepayers prior to this plan being adopted. At no time during this consultation phase was the scale or intentions of this proposed policy discussed. The Mayor of the City of Melville stated there would be no " New York Skyline " during that consultation phase and gave a personal guarantee this would not happen under his administration. I feel in light of both these instances that the Council have not been open and transparent with their intentions.

2. I object to the very philosophy of " Bonus " heights being awarded to developers in the event they meet certain criteria. If the developer can
offer " benefits to the community " , then why should that be considered worthy of some sort of " bonus " . The benefit to the community proposed by the developer to gain a bonus should have been deemed necessary in the original application for development and the developer should had to have already incorporated this " benefit to the community " before approval was granted for the original development. I find the notion of awarding a
" bonus " to developers for things that could , and should have been included in the original development application is both flawed and of great concern.

3. As a resident on [redacted], traffic management is another concern. Current traffic congestion in and around Mt Pleasant / Applecross , particularly in peak hours, is, in a word , horrific. Attempting to get from Helm St on to Ullapool Rd to access Canning Highway in the morning involves lengthy delays. Vehicles stretch back along Ullapool Rd as far as the eye can see. Travelling east along Canning Highway to access Canning Bridge also involves lengthy delays from as far back as Riseley St, as does trying to access Canning Hwy and the bridge along Kintail Rd. This current situation will only be worsened upon the completion of the Sabina development, the Precinct development, and the C15 development when even higher levels of vehicular traffic will saturate the area.
I assume traffic management plans are in place to deal with the increase in vehicular traffic upon the completion of these developments and other developments already currently approved, such as the Sanctuary development in Wren St. Additional bonus height allowances , where the M10 zone can become 15 storeys, and the M15 zone can become 25 storeys increases the population even further and will only exacerbate the already untenable traffic congestion.

4.Your information sheet recently circulated to City of Melville residents states that the draft Policy " aims at clarifying how discretion would apply to proposals for buildings above standard

heights “
I believe using anything “ discretionary “ as a means of determining rulings is not only fraught with danger, but open to inconsistencies and manipulation.
A Policy should set strict and firm rules to be followed in all instances. Opening up a policy to include “ discretionary “ decisions makes a mockery of that Policy. I would also ask the questions – who makes these “ discretionary “ decisions ? Who assesses whether or not a development exhibits an “ exemplary design “ worthy of a height bonus ? Is this not leaving the door wide open for a developer to manipulate the criteria for gaining a height bonus – and who regulates this ? Can a token attempt at making a development “ beneficial to the community “ be quantified and applied consistently to all applications ? How will “ exceptional circumstances “ be determined, and by whom in your “ contemplation “ of granting greater building height.
Furthermore, the proposed draft Policy with the proposal to grant discretionary height bonuses, appears to intimate that in effect, there will no longer be any effective height limits in place in either the Canning Bridge Activity Centre Plan, or Local Planning Policy.

Thank you for the opportunity to comment

1st May, 2019

From:	[redacted]
To:	CanningBridge
Cc:	david.templeman@mp.wa.gov.au
Subject:	Comments on the Bonus Building Height Provisons for the CBAC Plan - [redacted]
Date:	Thursday, 2 May 2019 9:33:06 AM

Dear Sir

In response to your invitation of 2nd April 2019 to comment on the proposed Local Planning Policy – Bonus Building Height Provisions For the Canning Bridge Activity Centre Plan I make the following comments:

1. This seems to be a case of shutting the gate after the horse has bolted now that we have over height buildings already approved and under construction. These buildings do not satisfy many of your existing or proposed amendments in the policy, so I presume there is little you can do in retrospect to gain compliance. I can only surmise that this review is in response to the mass of negative comments from the immediate Canning precinct ratepayers now that we see what is being inflicted upon us.
2. The building on the corner of Sleat and Canning was granted 16 (?) bonus stories for what I believe to be miniscule "public benefits" that are nowhere near the current requirements or those proposed in your draft document. I would appreciate a review of the process that was carried out when those bonus stories were granted and see why it went so wrong. Was it simply negligence or was there some other nefarious reason? One issue that stands out is the lack of footpath clearance between the building and the road. With traffic accelerating westward and uphill towards the Sleat intersection, there is no safe space in the event of even a minor collision. I shudder to think what will inevitably befall a cyclist riding up that road. In addition, the carpark entrance to the building is just around the corner in Sleat, so I can see the situation when a car speeds around the corner on an orange light just as a tenant leaves the carpark.
3. I have made a number of submissions to council re this plan and attended information sessions and while my submissions were acknowledged with appropriate platitudes, there was no subsequent action or follow up with any achievements.
4. The Melville planning and approval process seems to be ad hoc and contrary to publicly stated policies. It is clearly failing at best and at worst being ignored at the whim of whomever decides these matters.

Regarding the actual draft plan, my thoughts are as follows:

1. The CBACP should be immediately and analytically reviewed to see if the original intent has been complied with. In the meantime, there should be a moratorium on new high rise development approvals. Certainly there should be an embargo on "bonus" stories as the system has clearly failed.
2. Approvals will then be given subject to the modified plan, for bonus stories, but the community benefits must be real and financially demonstrable, ie, the benefits must be able to be quantified and audited after construction, with severe penalties for any transgressions. I would implement a $$ amount of expenditure for such benefits at, say, 10% of the cost of construction of the additional stories.
3. There was only cursory mention of the effect on the living standards of local ratepayers while these high rise buildings are being constructed. The disruption to what used to be a very pleasurable life style is considerable so that I would like to see a 25% reduction in

council rates for those residents within, say, 4 blocks of any development, and the shortfall in Council rate collections to be paid by the developer. The developer should also be required to rent parking for their employees to remove the traffic hazards created by employees parking anywhere they can. Our parking inspectors should issue fines to the developers for the workers who transgress. The additional heights of buildings increases the noise levels to local ratepayers. The higher the building, the more direct the noise levels during construction which adds further support to my recommended rate reduction.

I do believe that with the increased population density and with scant regard to road safety, there will be an increase in the number of accidents and consequential injuries. I can recall three occasions when a driver has turned right into Canning Highway and driven through the boundary wall of the Canning Bridge Motel. I am concerned about the consequences of a repeat process when someone travelling south into Sleat from Canning rolls into the bottom floor of the new building. It will happen; it's only a matter of time!

I ask you to give this, and all other submissions, especially Mr Nalders', serious consideration because I can see very major problems in this area if the current developments are left unchecked. I can be contacted by phone or e-mail at any time if you want further clarification on any of the points that I have raised.

You will understand my frustration at noting getting the least amount of satisfaction from Council regrading this matter. It feels like I am talking to a brick wall, so I have taken the choice to cc this missive to The Hon David Templeman, The State minster for local councils, to see if I can elicit a response from that quarter.

Yours sincerely

[redacted]

From:	CEO-Office
To:	CanningBridge
Subject:	FW: Height allowances for Community Benefits.
Date:	Thursday, 2 May 2019 11:52:21 AM

From: [redacted]
Sent: Wednesday, 1 May 2019 11:58 AM
To: CEO-Office
Cc: Cr Steve Kepert; Cr Nicholas Pazolli
Subject: Height allowances for Community Benefits.

Dear Mr Marten Tieleman,

I am writing to advise our outrage at the suggested acceptance of height increases based on so called "Community Benefits" as apparently recommended by your building officers of 50% in areas zoned recently as 10 storey and 66.67% in areas zoned recently for 15 storeys. Even 20% should be generous as there is almost NO BENEFIT to the community surrounding this type of development apart from to the developers. The proposed building on the corner of Forbes and Kishorn may have been a wonderful design, but it was just proposed in the wrong place.

This defies logic completely and the wishes of the residents who participated in the very lengthy consultation process (about 7 years) to get a ruling on "Maximum" 10 storey areas and "maximum" 15 storey areas and then allow only 21 days for comment, which it turns out is only about 11 days due to when the advice was delivered to residents.

If the proposed 20 storey building on the corner of Forbes and Kishorn Roads was approved, or may still be, all the properties between Kishorn and Tweeddale have a precedent and can potentially build 20 storey throwing a massive shade blanket over all the homes both east and west of that street, effecting gardens, solar, health and well being of all those residents.

I refer you to the City of Melville's Customer Service Charter, which suprisingly hardly mentions ratepayers - https://www.melvillecity.com.au/CityOfMelville/media/Documents-and-PDF-s/Customer-Service-Charter-City-of-Melville.pdf

And, I am still awaiting a response to me email to you dated 4th March 2019.

Kind Regards,
[redacted]

Virus-free. www.avast.com

Submission on proposed Local Planning Policy – Bonus Building Height Provisions, for the Canning Bridge Activity Centre Plan

I still have a copy of the **Draft Canning Bridge Precinct Vision** that was circulated in February 2010. This document was issued by the WA Planning Commission, the Department of Planning, the City of Melville and the City of South Perth and was the first engagement with the community regarding the Canning Bridge Precinct.

This draft document proposed for Applecross/Mount Pleasant a central **"Performance Based Zone, height/storeys subject to delivery of community benefit"**, a second **"Performance Based Zone ….. to a maximum of 10 storeys"**, and a third zone of **"Residential Land uses to a maximum of 5 storeys as a transitional development to the surrounding residential area"**.

Over the following six years there was much community discussion where the community sought to clarify exactly what the height limitations would be in each zone.

The community certainly did not want unlimited heights in the central zone or 5 storeys in the transitional zone. The final outcomes of this community consultation were a central zone, M15, **up to 15 storeys**, the M10 zone **up to 10 storeys**, a residential zone **up to 6 to 8 storeys** and a residential zone **up to 4 storeys**.

Since the enactment of the Canning Bridge Activity Centre Plan in 2017 developments have been approved well in excess of 15 storeys in the H15 Zone. The City of Melville has also supported proposals well in excess of 10 storeys in the H10 Zone, however, none of these have been approved to date.

The community does not understand the benefits that will flow by allowing up to 100% in bonus storeys. The purported benefits are mostly intangibles that have not been effectively articulated.

Community art does not qualify as a benefit unless it exceeds the mandatory expenditure and giving up land for suburban street widening in an attempt to maintain the amenity of the area can hardly be considered a community benefit and should be regarded as community compensation for loss of amenity.

The perception is now that the City of Melville has ignored the wishes of the community and granted addition storeys way in excess of what was negotiated with the WA Planning Commission and the City between 2010 and 2016 for no real community benefit. In fact, the community is suffering a loss of amenity

What has not been articulated by the City of Melville is the additional costs for services and infrastructure that are required to cater for the additional residents over and above what was originally planned. This will extend to schools, medical facilities, sporting and recreational facilities, public transport, roads and traffic management, water, sewerage, electricity, gas, communications and waste management. The whole community will bare these costs and not the developers.

This proposed planning policy is contrary to what the community negotiated and supported during the consultation period from 2010 to 2016 and does not reflect the intent of the Canning Bridge Activity Centre Plan which specifies up to 15 storeys, up to 10 storeys and up 6 to 8 storeys and up to 4 storeys.

I believe the City of Melville Council must reject this proposed Local Planning Policy and insist on no bonus heights over and above that specified in the Canning Bridge Activity Centre Plan.

From: [redacted]
To: CanningBridge; Marten Tieleman; Steve Cope
Cc: [redacted]
Subject: Objection to LPP / proposed Bonus Building Height Provisions - [redacted]
Date: Thursday, 2 May 2019 3:33:16 PM
Attachments: image002.png
Importance: High

Martin, Steve & team,

My name is [redacted] and I live on [redacted]. Having lived in Applecross for close to 30 years on both [redacted] Road and [redacted] Street, I moved to [redacted] following the passing of my husband on the basis of the existing zoning. That is 4 stories (M4) on my side of Forbes Rd and 10 stories (M10) opposite. Bonus height should be an absolute exception, NOT the norm.

We are here because the existing CBAP is unnecessarily complex and highly subjective. Height restrictions are not a complex issue. My fear is the Local Planning Policy (LPP) only increases the complexity and subjectivity of the CBAP. Personally, I believe this is to the detriment to both the residents and developers who want certainty and ultimately the council who want to see success in the Canning Bridge precinct.

My key points on the Local Planning policy (LPP) are as follows:

1. The LPP effectively seeks to increase the CBAP height limit in the M10 zone to 15 stories. There is no justification for a bonus height of 50%. 10-20% for achieving exemplary outcomes would be considered reasonable by most people whilst remaining in line with the zoning envisaged. It would also allow for some height variation. There should be no bonus height immediately adjacent to a lower height zone (e.g. M10 to M4). This should be categoric not "considered".
2. Notwithstanding point 1, there still no maximum height limit proposed. The words in the policy state "the **MAXIMUM** bonus heights contemplated in this policy are: M10 Zone (15 stories/48 meters)". This statement is then immediately followed and contradicted by "where a proposal seeks consideration of building heights greater than the maximum bonus height ……". The first statement is false and misleading in that there is no **MAXIMUM** bonus height contemplated in this policy.
3. Lots size. The CBAP is clear in that only lots adjacent to Canning Highway are entitled to add back the size of the land ceded for road widening. This is very clear. There is no justification or logic as to why developers now receive a benefit on land under 2,000sqm (as was the case with the Forbes Residence). Already an extremely small lot size.
4. The Traffic Impact Statement should be commissioned by the Council or Main Roads and paid for by the Developer. There is an inherent conflict of interest in having the developer commission these reports. Ultimately the council needs to understand the broader impact on its traffic flow and community in aggregate as CBAP is developed.
5. The Developer should be required to demonstrate basic financial capacity to develop the project (e.g. sources and uses of funds). This is basic due diligence and very important to the quality, credibility and timely completion of projects.

There are numerous other issues but I am keen to keep this as succinct as possible for the time being.

Kind Regards,

[redacted]

From: [redacted]
To: CanningBridge
Cc: Steve Cope; Marten Tieleman
Subject: Canning Bridge Activity Centre Plan Local Planning Policy- Bonus Building Height Provisions
Date: Thursday, 2 May 2019 5:15:33 PM

To Whom it May Concern

I remember the controversy over the development of the Raffles site and what developers had planned for it. After much debate a building of 18 stories was allowed,
with the facade of the old hotel being retained and the hall across the road being saved from demolition. The hall was to make way for a car park. How an 18 storey
building was allowed in the zoning is still beyond me. However, we were reassured that no other buildings would be built as tall as the Raffles would be, "The Gateway to
Melville." What a load of rubbish that has turned out to be.
So here we are again, with developers wanting to override previous council building heights. Who are the City Planners working for? Are they working for the developers
or the ratepayers of Melville?
I can see a huge amount of work has gone into the CBACP and that the area will change forever with the building heights as they are. How 10, 15 or 20 storey apartments
built on narrow suburban streets will impact on the quality of life is not mentioned. Car parking will be a huge issue. In future years, travelling down Canning Highway you
will be hemmed in by buildings unable to see open space. Developers will change this part of Melville into St George's Terrace.
Already a huge 30 storey building is being constructed to change the area for ever. A disgrace. The present height limits in the CBACP are already over generous and should not be exceeded for any reason. Allowing developers ways to increase heights only benefits
developers and may lead to corrupt behaviour.
No bonus building height provisions should be allowed. This part of the plan needs to be scrapped so all parties know exactly where they stand.

Yours sincerely
[redacted]

From:	[redacted]
To:	CanningBridge
Subject:	CBACP Bonus building height policy
Date:	Thursday, 2 May 2019 5:49:18 PM

To whom it may concern,

Please accept this email as my submission in support of the objectives outlined in the proposed policy relating to bonus building height provisions for the CBACP.

Performance Assessment of Bonus Items: Proposed clarification and performance criteria around the assessment of bonus heights is reasonable so I support this.

Identification of Thresholds to Bonus Height: I think the clarification of maximum height allowances in the area is useful and that they offer a variety of height outcomes and a subsequently more interesting skyline around Canning Bridge.

Identification of Thresholds to Bonus Height (minimum lot sizes): I disagree with there being benefit to add more stringent minimum lot size requirements for the M10 15+ storeys and M15 25+ storeys. All Development Applications should be assessed based on excellent design, both independently and within the height hierarchy of the CBACP as well as the contribution to community amenity. Controlling height through the encouragement of larger lot sizes has the potential to create greater solar access issues as well as large box-like structures across the Canning Bridge skyline. I would much prefer to see community amenity as the primary factor in substantiating taller development applications.

Thank you for considering my feedback.

Kind regards,

[redacted]

Submission on proposed Local Planning Policy – Bonus Building Height Provisions, for the Canning Bridge Activity Centre Plan

I do understand State Government's desire and need to increase the population density around transportation hubs as a means of reducing infrastructure costs associated with the urban sprawl. The increased density was proposed at up to three times the current residential density.

What has transpired, however, is way in excess of that; for example, at 8 Macrae Rd in an UP TO 4 STOREYS TRANSITIONAL ZONE, a 30 unit development is about to commence, which is three times the Canning Bridge Activity Centre Plan's desired density increase. The building is in fact 6 STOREYS [a fact confirmed by our Mayor].

After consultation, the community agreed to the UP TO 15, UP TO 10, UP TO 6-8, and UP TO 4 STOREYS in the different zones under the Canning Bridge Activity Centre Plan. UP TO 15 Storeys means 15 or less, NOT 30 storeys.

The Developers and their supporters stand to reap huge financial gains from the additional storeys at the expense of the community amenity. Our Life style will be hugely impacted in the following areas; public transport, roads and traffic management, water, sewerage, electricity, gas, communications and waste management. There will also be a need for more community facilities such as schools, medical centres and sport and recreational centres and fields over and above what has been planned.

What is the future vision for our suburbs? What are the future plans to cater for this increased density from over development? We thought we knew, following community consultation, for the Canning Bridge Activity Centre Plan, however the agreed consensus has been disregarded.

The only plans I have heard about involve the removal of avenues of trees along Kintail and Forbes Roads to allow for the streets to be widened. Avenues of leafy tree lined streets are quintessentially what Applecross and Mt Pleasant stand for.

I have also heard the theory espoused by some councillors and council officers, that increased density will lead to greater use of public transport, but until efficient, easy access to the Canning Bridge rail station is planned and constructed, it will remain an ineffective, convoluted, hazardous nightmare, and therefore underutilized. Is this another example of a lack of forethought?

In conclusion, the Community agreed in good faith to, UP TO 15, 10, 8, 6, and 4 STOREYS and we expect our CITY to uphold its end of the deal. I strongly oppose the adoption of this Local Planning Policy as any additional storeys being gifted to the developers no matter what they are offering, will lead to greater degradation of the amenity of our suburb

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Thursday, 2 May 2019 8:55:22 PM

Name: [redacted]
Address: [redacted]
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor):
Property Owner

Comments:

I support the usage of height bonus policy as stated in the draft policy. I think it is a good trade off of air space in order to make the local area more liveable in the longer run.

There is one specific issue that worries me terribly and that is the traffic load. Even now at certain times of the day it is virtually impossible to get to the Canning Bridge with all feeder roads clogged. I think there is a need to try and move forward the widening or extra span on the Canning Bridge.

Also the Canning Highway is becoming difficult to cross on foot. More inclusion of pedestrian overpasses is necessary.

Thankyou for the opportunity to comment.

Regards, [redacted]

From:	[redacted]
To:	CanningBridge; Marten Tieleman; Steve Cope
Cc:	Melville Information Officer
Subject:	Submission against adoption of the proposed Local Planning Policy (LPP) - Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP)
Date:	Friday, 3 May 2019 4:50:16 PM

To Whom it May Concern,

As a resident of Applecross I wish to express my concern in relation to the approach that the Council is taking in relation to the proposed Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan.

Having reviewed the information available on the City's website, it is my understanding that the Canning Bridge Draft Heights Policy proposes to normalise building heights of 25 storeys in the M15 zone which was designated for only 15 storey development. It also proposes to normalise a notional height limit of 15 storeys in the M10 area which was designated for only 10 storey development. The document seems to also provide an exemption for developers to obtain unlimited height bonuses at the discretion of the City of Melville.

I find these proposals unacceptable for the following reason:

1. This current approach taken does not appear to reflect what was intended when the CBACP was implemented and certainly not as it was explained to residents at the time.

2. With a default height bonus height of 50% (a minimum of 15 storeys) in the M10 area and 66.7% (minimum 25 storeys) in the M15 area, this approach seems to reflect a strong agenda from Council to provide bonuses "as of right" and no real explanation is given why this should be the case, let alone why the bonuses should be as much as 50% and 66.7% respectively. I do not believe that there are any justifiable reasons to allow any developments to exceed the original heights limits stipulated.

.

3. In my view, Exemplary Design should be a prerequisite for all developments in the CBACP area without necessarily qualifying for any height bonuses. However, my other major concerns relate to the impact on the current infrastructure, particularly the road network which is already at capacity and this issue does not appear to have been appropriately considered or addressed as part of the proposed bonus height provisions.

4. I also struggle to see how so called "community benefits" e.g. public toilets, first floor roof gardens, internal roads/boulevards etc., which in my view are being inappropriately favourably assessed to allow for height bonuses by Council, in assessing their support of over height developments. This practice should not be allowed to continue.

In closing, I wish to state that I am generally supportive of the CBACP as it was originally contemplated and explained to residents. However I would **strongly** urge the Council to reject this LPP as it will have a detrimental impact on the character and amenity of both Applecross and Mount Pleasant and is of great concern to me and many rate payers in the City of Melville.

The City planners have ignored the residents and the Council and developed an LPP with the

interests of developers rather than residents as their focus.

Due to poor planning, Applecross and Mt Pleasant will soon have the highest high rise in the metropolitan area outside of the City Centre and it is disproportionate to any other Perth suburb.

Height limits are exactly that - Limits.

This LPP must be REJECTED BY THE COUNCIL.

regards

[redacted]

Draft Local Planning Policy - Bonus Building Height Provisions in Canning Bridge Activity Centre Plan

Submission from [redacted]

The Canning Bridge Draft Heights Policy published by the City of Melville effectively proposes to normalise building heights of 25 stories in the M15 zone and 15 stories in the M10 zone. I disagree with this approach and would prefer to reinforce the CBACP original limits of 15 stories in the M15 zone and 10 stories in the M10 zone.

I find the draft proposals unacceptable for the following reasons:

1. The increased height limits appears to favour the perspective of developers rather than residents of the area. The subjective process of deciding levels of community benefit seems to have already resulted in recommendations by planners to approve overheight developments supported with minimal community benefits

2. Traffic flow around the area remains a major area of concern for existing residents. Expanding the maximum size of buildings continues to add pressure to traffic in the area and will create a bottleneck around canning bridge

3. There does not seem to be any absolute height limit for buildings in the LPP due to an exception in the document to be realised at the discretion of the City of Melville.

From: [redacted]
To: CanningBridge
Subject: Canning Bridge Plan comments
Date: Friday, 3 May 2019 7:44:28 PM

I write to object to object to the Canning Bridge Activity Centre Plan height bonus policy.

The traffic on Kintail Road is already horrendous and adding more oversized developments will make this worse.

I have great difficulty crossing Kintail road in the morning rush hour.
Ratepayers are very worried about the amenity of their properties and being stuck in a house they can't sell, surrounded and overshadowed by high rise all round them.
This plan is open slather for developers and the City is supposed to look after the interests of residents and ratepayers and it is not doing so.

How did we get to a stage where unlimited height developments are being imposed on a previously residential area? The "consultation" was all one way and residents' views have been completely ignored.

When I walk past Sabina I notice I am almost on Canning Highway and the building is right up to the path. Weren't they supposed to give up some land to be available for road widening as part of the deal for bonuses.

This doesn't seem to have happened and this should be investigated.
I have no confidence in the City of Melville planning department making decisions that are in the local community interests and the Canning Bridge Activity Centre Plan should go to external review.

[redacted]

From: [redacted]
To: "canningbridge@melville.wa.gov.au
Subject: Canning Bridge Draft Bonus Building Heights Policy
Date: Saturday, 4 May 2019 10:36:08 AM

Name: [redacted]
Address: [redacted]
Property owners / Residents/Business owners in City of Melville

We would firstly like to state that we are extremely disappointed with the City of Melville in that it has previously approved building height bonuses for the new apartment buildings located within the Canning Bridge Precinct. This is absolutely ridiculous.

Furthermore we suggest that the City of Melville be more open with their advertising of the Proposed Canning Bridge Precinct Building Heights Policy and any other policies that affect the community. Many of the residences, including ourselves were unaware of the proposed changes to the Canning Bridge Precinct. The City of Melville should be fully open about this matter and not hide their intentions. Maybe corresponding to all the residence via mail would help.

The new apartment buildings with the "bonus building height" are proving to be a visually unsightly to the area and are considered to have a no positive benefits for the surrounding community. They will only cause issues with traffic, parking and will detract from the current streetscapes.

The increase in traffic has been significant and this is even though the apartment buildings are not all completed or even fully occupied at present. The current traffic has significantly impacted internal traffic via the 'rat runs' and the safety of residents in the local community. It is evident that these issues will greatly worsen once all the apartment buildings are all completed and fully occupied.

We would also like to bring to your attention that the Sleat Road / Canning Highway intersection and the Reynolds Road / Canning Highway intersection have become extremely congested and the existing community living in Mount Pleasant have become grid locked which have also created unsafe road conditions. It is unacceptable that the City is neglecting the impact this is having on our community and in particular our safety. In the event of emergency services such as ambulance, police or fire brigade vehicles trying to travel along these roads to access an emergency their access would be severely impacted. Sleat Road and other intersecting roads are not designed to take the extra vehicle load that apartments will bring to the area and there is no adequate road reservation to allow for road upgrades to accommodate the extra vehicle volumes.

The other issue these high rise apartments are creating is an increased demand for street parking which has not been taken into consideration and is not appropriate for a residential area.

We do not believe there are any "Community Benefits" associated with the design and implementation of initiatives proposed by developers such as having 6 star ratings in the design of buildings. These benefits are more inherent for the developer / owner of such development and not the community at large. Initiatives introduced by the various proponents (developers) only benefit their financial outcomes and not the community. The fact is that traffic is and will continue to increase and worsen, the existing environment is significantly compromised by the visual impact these buildings bring to the area and the negative impact they have to the surrounding areas .

It appears that there has been poor planning decisions made and no consideration has been given to the impact this is having on the effected community. It is evident that the existing roads, in the surrounding areas of the Canning Precinct, are already congested and that residents are finding it difficult to exit or enter their suburb and the internal roads are not coping with the higher volume of traffic nor will they cope in the future given the intensification of densities with a lot more people and living within this area where infrastructure cannot support the extra load.

Based on the proposed Draft Bonus Building Height Policy, we strongly oppose any building height bonus being considered or permitted and urge council to maintain building heights based on the appropriate zoning without any bonus heights being given to both high density buildings or medium/low densities. We do not need more pressure on our existing roads and compromising the safety of our community by adding more levels to apartment buildings and permitting 4 storey buildings south of Helm Street. The reason we purchased our property in Mount Pleasant was as it had low density residential and we do not believe this should be compromised by council.

It is critical that the four Storey height restriction be terminated at Helm Street north and not allowed south of Helm Street. As we understand Helm St was always going to be the cut off point for high rise development. It now seems that the City of Melville want to extend the high rise zoning further south of Helm Street, which is totally unacceptable. Where will it stop if we allow it south of Helm Street now? Protecting the integrity of the residential homes south of Helm Street is essential and a height limit should be applied based on the current zonings and not make any zoning changes that permits this higher densities and greater building heights. Not only is council currently creating safety issues with this proposed draft policy but it is a visual eyesore to the area that should not be allowed.

We strongly believe that council needs to protect its existing community and listen to the concerns raised regarding the points raised above and that no bonus building heights should be approved now and in the future. We ask that council puts a restriction on building heights and does not make any changes that increases heights especially south of Helm Street.

Regards

[redacted]

[redacted]

From:	[redacted]
To:	CanningBridge; Marten Tieleman; Steve Cope
Cc:	Cr Steve Kepert; Cr Nicholas Pazolli
Subject:	CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP) - LOCAL PLANNING POLICY (LPP) – BONUS BUILDING HEIGHT PROVISIONS
Date:	Saturday, 4 May 2019 11:13:57 AM

Submission against Local Planning Policy Bonus Building Height Provisions.

I object to the proposed LPP Bonus Building Height Provisions for the following reasons:

1. Such bonus provisions and the subjective criteria for any bonuses were not considered during the community consultation process forming the basis of the CBACP.

2. Providing bonuses of 50% and 66% seeks to reset the H10 and H15 building height limits and bypass the intention of the CBACP without community consultation.

3. Prior to Council adoption of the CBACP, during the community consultation meetings and workshops, we were told by the Mayor that the existing community amenity would be protected and there would be a guaranteed transition between the height in the central area to the existing height limits in adjoining residential zones to prevent overshadowing.

4. The Mayor has also stated there would not be a "New York style skyline in Melville".

5. We were told by City of Melville Planning Officers that the height limits in storeys, (rather than in meters above ground level,) was to make the height limits **clearer** and to remove the need for time consuming consideration of planning variations to the building height limits set by Council. Yet the City of Melville Planning Department have supported in several JDAP meetings, developments exceeding the CBAP height limits. The Planning Department have supported height bonuses where the lot size did not meet the criteria set by the CBACP. The Planning Department have also supported and approved developments in the transition zone with mezzanine levels not counted as a storey in contradiction to the definition in the Building Code, in contradiction to the definition as generally understood by the community and the intention of the CBACP, as the habitable space between floor and ceiling. The Planning Department have also supported and approved several developments with steep driveway crossovers not in compliance with City of Melville Local Planning Policy LPP 1.6 (which requires compliance with Australian Standard 2890.1.) It is not acceptable for the Planning Department to change to rules to either bypass the intention of the CBACP or to cover-up past non-conformance. In my view, the Planning Department have not earned the right to be granted discretionary powers to provide bonuses to developers.

6. The bonus provisions allow Planning Department discretion to allow developments to exceed height limits by up to 66.7% based on their assessment that the development meets an exemplary design. An exemplary design will have commercial benefit to the developer as it would have a marketable benefit to the potential owners and occupiers of the building, it should not be used as an excuse to allow detriment to general community amenity.

7. The proposed LPP, if approved could be used as precedent to vary building height limits and bypass community consultation in other areas such as the Riseley Centre Activity Plan.

Regards [redacted]

From: [redacted]
To: CanningBridge
Subject: comment on planning policy
Date: Saturday, 4 May 2019 1:52:02 PM

Hi as someone who works in and has an office in an older block in the proposed activity centre, I would like to see the continuation of the density development under the CBACP. It promises to bring new population and life into the centre and allow the activation via new restaurants and businesses. If designed well the high rise buildings allow more people to enjoy the area. I support the new policy

[redacted]

Draft Local Planning Policy - Bonus Building Height Provisions in Canning Bridge Activity Centre Plan

Submission from [redacted]

The Canning Bridge Draft Heights Policy published by the City of Melville effectively proposes to normalise building heights of 25 stories in the M15 zone and 15 stories in the M10 zone. I disagree with this approach and would prefer to reinforce the CBACP original limits of 15 stories in the M15 zone and 10 stories in the M10 zone.

I find the draft proposals unacceptable for the following reasons:

1. The increased height limits appears to favour the perspective of developers rather than residents of the area. The subjective process of deciding levels of community benefit seems to have already resulted in recommendations by planners to approve over height developments supported with minimal community benefits

2. Traffic flow around the area remains a major area of concern for existing residents. Expanding the maximum size of buildings continues to add pressure to traffic in the area and will create a bottleneck around canning bridge

3. There does not seem to be any absolute height limit for buildings in the LPP due to an exception in the document to be realised at the discretion of the City of Melville.

Submission on proposed Local Planning Policy

Bonus Building Height Provisions, for the Canning Bridge Activity Centre Plan

I applaud the Melville Council for moving to create hard height limits in the Canning Bridge Activity Centre. However, I oppose the proposed changes in the Canning Bridge Draft Heights Policy published by the City of Melville, which seek to formalise building heights of 25 storeys in the M15 zone and 15 storeys in the M10 zone.

The changes represent a betrayal of ratepayer trust. Without exception, the assurances provided during the community consultation process specified that limits on height for developments were just that, upper limits.

It is clear the City of Melville planning department had, and has, a very different interpretation. In fact, at the recent JDAP meeting for the proposed 20 storey development in the Forbes Road M10 zone, it was even stated that the numbers in M zones should really be thought of as minimum, not maximum, heights. The audacity of the statement shocked me and it was the first time I had encountered this view, which is completely contrary to the community's understanding based on information forums provided by the City.

As such, and in keeping with the promises made to the community, the original height proposals should be strengthened to provide clear guidance to developers that these are maximum heights, not minimum.

Furthermore, approval of constructions for the maximum height limit, the limit currently stipulated by the M zone, should be dependent on the provision of exemplary community benefits. In the absence of sufficient benefits, developers should be restricted to a lower number of storeys; for example, their building height may be limited to six storeys in the M10 zone, depending on and in proportion to the extent of the benefit provided. Development proposals which include provision of exemplary community benefit could then be rewarded with the maximum height allowance. This would provide the incentive to ensure a relationship of mutual obligation with the community.

To facilitate this, the guidelines for what entails a community benefit need to be expanded and clarified as it is very apparent from disputes regarding recent development proposals that there is a wide difference of interpretation on what constitutes a 'benefit' between the community and the developers.

The other glaring omission in the City of Melville development process is the absence of solutions to the additional costs for services and infrastructure which will be required to cater for the increased number of residents, including traffic management, water, sewerage, electricity, gas, and waste management.

Once again, in the consultation process for the development of the CBAC plan the community was led to believe that no developments would commence until improvements in infrastructure were implemented. The community is already starting to be impacted by some of these costs in daily commuting disruptions, noise pollution and increased dust in the atmosphere from the current building sites and these impacts are likely to intensify as more developments commence.

For these reasons, I do not support the proposed changes. I also suggest the Council needs to examine the underlying assumptions of the City's planning department as they are clearly at odds with the community and perhaps the Council itself. I also call for an external review of the entire Canning Bridge Activity Centre Plan and a deferment of development approvals while the review is being conducted so that we can all work towards a functional, high quality and liveable community into the future.

Thank you for the opportunity to provide input.

[redacted]

[redacted].

From: [redacted]
To: CanningBridge
Subject: Submission - Canning Bridge Draft Heights Policy
Date: Saturday, 4 May 2019 4:53:33 PM

Dear Madam/Sir,

I oppose the proposed changes to the Canning Bridge Draft Heights Policy published by the City of Melville to allow and formalise building heights of 25 storeys in the M15 zone and 15 storeys in the M10 zone.

1. The changes represent a significant betrayal of ratepayer trust, given the assurances provided during the community consultation process on upper development limits.

2. The original heights specified by the M zones should in fact be strengthened to provide clear guidance to developers that these are maximum heights, not minimum.

3. Approval of constructions for the maximum height limit, the limits currently stipulated by the M zone, should be dependent on the provision of community benefits. In the absence of this provision, developers should be restricted to a lower number of storeys.

4. The guidelines for what entails a community benefit need to be expanded and clarified as there is a wide difference of interpretation between what the community considers to be of benefit and that of the developers.

5. Infrastructure improvements need to be urgently addressed before any further developments commence to prepare for the increased number of residents, including traffic management, water, sewerage, electricity, gas, and waste management.

6. An external review of the entire Canning Bridge Activity Centre Plan needs to be conducted with a postponement of all new development approvals until the review is complete, rather than the current piecemeal approach which is resulting in uncertainty for both residents and developers.

For these reasons, although an improvement on no height limitations at all which seemingly exists at the moment, I not support the proposed changes.

[redacted]
[redacted].

From: [redacted]
To: CanningBridge
Cc: marten.tieleman@meville.wa.gov.au; Steve Cope
Subject: CBACP height proposal
Date: Saturday, 4 May 2019 4:56:38 PM

Hello,
I have been reviewing the proposal for CBACP with growing alarm. It's absolutely appalling that the council would allow buildings of up to 15 storeys in the areas proposed. As a resident of [redacted], this will have a hugely damaging effect on our property, it's value and our way of life. No consideration has been given for the quality of life of residents. This strikes me simply as greed, allowing developers to build without consideration of shadowing, infrastructure, road use, etc. The harm it will do to the community is irreparable. Already we struggle with massive traffic issues on Sleat Road, all of which will be massively exacerbated once the current huge buildings are finished and residents move in. Adding more 15 storey buildings will be disastrous. Most of the buildings that have already been allowed to go up fail to meet requirements For example, the Cirque Apartments aren't compliant with element 21.4.1. The same is true for The Precinct.
There was already huge community objection to 6 storeys on Helm and now the council wants to push through 15 storeys. It's a disgrace and clearly takes no account of community concerns.
The rush to push through these approvals (I note before the council elections) smacks of corruption, poor planning and total disregard for the community.
One can only hope that the demands of sellers (should those properties become available) is so high that any developer is put off by this disgusting proposal. If there's one reason to hope for a massive downturn to the property market and WA economy, this is it.
Regards,
[redacted]

INVITATION TO COMMENT ON PROPOSED LOCAL PLANNING POLICY – BONUS BUILDING HEIGHT PROVISIONS FOR THE CANNING BRIDGE ACTIVITY CENTRE PLAN

Dear Mr Ponton,

Thank you for the opportunity to comment on the above.

My wife and I have lived in Applecross [redacted] since 2004 when we built our house at [redacted].

The Canning Bridge Activity Centre Plan (CBACP) was developed since then and we have participated in engagement forums over the years. We were assured that heights in the centre of the precinct would be restricted to 10 and 15 storeys.

Part of the intent of the CBACP is that "*'The Canning Bridge area will evolve to become a unique, vibrant, creative community centred on the integrated transport node of the Canning Bridge rail station"*. We are unsure as to when this development will occur, but council appears to be happy to allow continued and non-planned development without this badly needed infrastructure.

The CBACP also defines the requisite building heights for the relevant (blue) areas on the plan, at 10-story and 15-story. The CBACP then offers bonus provisions if "exemplary design standards are met or exceeded".

We believe that all designs, not only those in the current M10 and M15 zones, should be "exemplary" from the start and that these other "exemplary designs" nominated in the "invitation to comment" should not be incentivised to allow the addition of significantly more building height. We also believe that if these bonuses are provided then there will be nothing to prevent this policy from being applied to other zones and these zones will be similarly impacted.

We are unable to find in the CBACP where these stated bonuses have been taken into account with regards to infrastructure and amenity requirements and their impact on the intent of the CBACP. We believe that the original intent of the CBACP is being steadily eroded overtime and by stealth.

The threshold limits proposed with an extra 10 stories in the M15 zone and 15 stories in the M10 zone is a significant and excessive addition to the current CBACP even allowing for the provisions outlined in Elements 21 and 22. In our opinion Elements 21 and 22 do not infer that these significantly increased heights should be allowed.

Also the CBACP notes the following:

"Notwithstanding the extent to which prior engagement has occurred, a number of key concerns continue to be communicated by the community which

can be summarised as follows:

- *The quantum of expected population growth*
- *The scale of proposed development, particularly heights and the impact of height*
- *The implications of resident and workforce population growth on traffic*
- *Community access to open space*
- *General amenity "*

Current CBACP planning and execution does not appear to take these comments into account, as demonstrated by the authorisation of the Sabina and Precinct developments at 30 and 22 storeys respectively, the delay of the nominated integrated transport node as well as other required infrastructure.

Key elements of the execution of the CBACP have slipped significantly and proposed infrastructure is lacking although significant building and development bonuses have been granted.

Therefore, we oppose this draft policy and believe that it does not support the intent of the CBACP.

Regards

[redacted]

From: [redacted]
To: CanningBridge
Subject: CBACP
Date: Saturday, 4 May 2019 9:39:56 PM

Dear Sir/Madam

It is indeed heartening that you have provided an opportunity to comment upon this plan however as I see it we now have several buildings either under construction or already completed that have gained bonus building height on what could be regarded as having minimal benefits to the public.
To me the system is currently farcical. Coffee shops, galleries and walkthrough access hardly meet my idea of public benefits. It is simply a system to provide benefits to the building developer.

The City of Melville is turning this Canning Bridge Precinct into a collection of multi storey towers that I never expected when I came to this area 17 years ago.
Traffic congestion whether from Sleat Road, Reynolds Road or Kintail Road at peak time is already a huge problem and the addition of the Stage 1 of the Cirque building in Kishorn Road, the Finbar 3 tower complex between Canning Highway and Kintail Road and soon the Sleat Road tower will add enormously to traffic problems and road safety.
I am not against some progress for the area however the progress should be measured with due regard for the existing residents.
Towers of 16 to 22 floors are simply not in keeping with this area.

I am very concerned about the possibility of a 6/8 storey apartment block being built close to my home, that is south of [redacted], that would not only interfere with my roof solar panels but effectively devalue my home.

We cannot continue to be driven by the whims of property developers and the City of Melville must take a stronger stand in resisting the drive for more and more high rise.
We do not want Mount Pleasant to be turned into a mini Gold Coast

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Cr Nicholas Pazolli; Cr Steve Kepert; dean.nalder@mp.wa.gov.au; Minister.Saffioti@dpc.wa.gov.au; simon.obrien@mp.wa.gov.au
Subject:	Comments on proposed Local Planning Policy - Canning Bridge Activity Centre Plan - Canning Bridge Draft Heights Policy
Date:	Saturday, 4 May 2019 9:59:49 PM
Attachments:	image003.png image004.png image013.png image015.png

Dear Sir/Madam,

I am emailing to advise that I strongly object to proposed Local Planning Policy. In particular, I strongly object to the Bonus Height Provisions. They should not be approved.

The residents of Mount Pleasant have been completely mislead about the height and nature of the developments that have progressed to date. I viewed sketches that were nothing like what has become the reality in Mount Pleasant. In hindsight many of us have realised that community consultation was always just a façade - a box to tick – there was never any genuine intention nor effort to take residents' views into account. It appears that the only views that will be heard and acted upon, are those of developers. The heights now evident are preposterously excessive for the area and detract substantially from the amenity of those who live nearby. For example, there is virtually no setback from Sleat Road at all with the new Precinct Development. The concrete wall sits right on the footpath. It is ugly and dangerous. The traffic in the area is congested and will only get worse. There are bottle necks at entry points to Canning Highway and entering across Canning Bridge to the Freeway. These are going to get worse and worse.

Further, it is clear for all to see that there has been no consideration at all given to those who own and/or live in other buildings/residences in the vicinity of the extremely high developments. The City of Melville has simply ignored their concerns and legitimate interests. It is very evident that the City Of Melville does not represent, nor seek to represent, all ratepayers. There is absolutely no balance in this issue. It feels like we are living in a dictatorship. Many residents I know feel powerless and 'walked over'.

The City of Melville has shown that it cannot (or will not) moderate heights. It has also shown that it cannot (or will not) take into account the interests of others adversely affected by developments. In those circumstances, it would very unwise indeed to allow any further discretion to allow height bonuses.

Regards, [redacted]

[redacted]

From: [redacted]
To: CanningBridge
Subject: Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan
Date: Sunday, 5 May 2019 8:06:59 AM

I wish to register my objection to the draft policy.

The draft policy is vague and seeks to permit unlimited heights contrary to the zoning.

Furthermore the proposed bonuses are not quantified and appear to be subjective and arbitrary with no transparent process of allocation.

Also many of the supposed 'community benefits' and 'Elements' are now minimum expectations of potential buyers and do not represent stretch for developers.

I have no confidence in the City of Melville planning department to put the interests a of ratepayers head of developers and this draft policy only reinforces my opinion.

Regards
[redacted]

From: [redacted]
To: CanningBridge
Subject: Canning Bridge Activity Centre Plan
Date: Sunday, 5 May 2019 9:50:27 AM

To Whom it may Concern

The email is our submission in support of the proposed objectives in relation to building height provisions for the Canning Bridge Activity Centre Plan.

1. Performance Assessment of Bonus Items:
We agree with and support the additional clarification and performance criteria around the assessment of bonus heights.

2. Identification of Thresholds to Bonus Height:
We agree with the clarification of maximum height allowances in the area. It will allow buildings to be of various heights and make the area
far more attractive to the eye within the Canning Bridge area.

3. Identification of Thresholds to Bonus Height (minimum lot sizes):
One point in the draft policy that we have concern about is the addition of more stringent minimum lot size requirements.

We believe that all Development Applications should be assessed individually based on design, community amenity and within the height hierarchy of the CBACP .

Encouraging larger lot sizes to increase height will result in large box like buildings being erected creating a tunnel effect and, little sun light to neighbouring buildings situated around these structures. We want to encourage diversity and an interesting skyline, not a concrete jungle.

Clarification of the CBACP in regard to building heights in the M10 and M15 zones will provide security for those of us who live within the CBACP and any new developments proposed for or within the area.

Thanking you

[redacted]

[redacted]

From: [redacted]
To: CanningBridge
Subject: Comments on Proposed Local Planning Policy Canning Bridge Activity Centre Plan
Date: Sunday, 5 May 2019 10:37:53 AM

Being a resident right in the heart of the development currently taking place I think I am qualified to make a comment on the current and proposed
building activity for this area.

My primary concern is for the movement of traffic towards and around the Canning Bridge area.
Currently there is a major build-up of cars on feeder roads Ullapool - Sleat - Ogilvie especially in peak times.

These have become “Rat Runs” !
This situation will only get worse as the apartments become occupied.

A similar situation will occur on the other side of Canning Highway if the Kintail and Forbes projects go ahead.

May I suggest a visit to these sites by your planning people to validate or otherwise the aforementioned comments.

Yours truly

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Cr Nicholas Pazolli; Cr Steve Kepert; dean.nalder@mp.wa.gov.au; Minister.Saffioti@dpc.wa.gov.au; simon.obrien@mp.wa.gov.au
Subject:	Subject: Comments on Proposed Local Planning Policy - Canning Bridge Activity Centre Plan - Canning Bridge Draft Heights Policy
Date:	Sunday, 5 May 2019 2:06:57 PM

Dear Sir/Madam,

I am emailing to advise that I strongly object to proposed Local Planning Policy. In particular, I strongly object to the Bonus Height Provisions. They should not be approved.

As a resident of Mount Pleasant on a green title property not far from the very high rise apartments, I have witnessed first-hand the City of Melville's complete disregard for the concerns and interests of residents nearby, and the unbridled promotion of the interests of developers. It is with hesitation that I proceed to 'waste my time' by writing this email because my experience is that every form of community input is just a futile exercise so the City of Melville can 'tick a box'. It seems to me that there is not, and never has been, any intention to have any regard whatsoever to views that do not support and promote the commercial interests of developers. Nonetheless, I raise my objection if only simply 'to be counted'.

I accept the need to increase housing density, however, to respond to this challenge simply by building exceedingly tall apartment blocks with little green space, and with absolutely no regard for the interests and rights of others living in the vicinity, is retrogressive. The excessively high developments we are seeing is to the detriment of those already living in the area, and I suspect, ultimately will not serve those who will live in them either. In 20 years' time we may well be looking at a form of urban slum with nice views. There is a lot of knowledge out there about sustainable high density housing that does not destroy the amenity of the area for others already living in it, and which creates attractive and environmentally sustainable living for those within the development for decades to come. For example the developments in White Gum Valley are thoughtful and progressive. They are looking at quality of life for all, both now and into the future – not just profit.

I dismay at what appears to me, and I believe to many residents, to be the ability of developers to 'do as they please' in this City. There seems to be no balance at all. It is plain for all to see from what is emerging in the Precinct and in the Sabina developments that commercial interests are prevailing (the higher the building, the more units and the greater the profit). I have attached a couple of photos that show the regard given to adjoining residents. I have no idea who owns or lives in these properties, however, I do hope they have been duly compensated by the developers for their loss of amenity (including their loss of access to northern light), and the disruption to their lives that these developments must have caused. There are no doubt many mental health issues resulting from these developments, however, I doubt anyone with any power to change what is happening will care about these.

The traffic implications are obvious – but again ignored. The Canning Bridge area is already subject to extreme traffic congestion during peak hours. Previously we were told not to worry about the traffic because 'people will catch trains'. Well some people do catch trains, however, a lot don't, and the developments accommodate plenty of car spaces. The sheer number of new residents within a confined area that relies on access to the freeway across a relatively narrow

bridge, must increase the traffic congestion.

Accordingly, it is my view that the City of Melville has shown that it is not able to accommodate and balance competing interests. It has ignored the interests of existing residents, and has not been able to moderate the height of new developments. In those circumstances, it would be unwise to afford the City any further discretion in this regard. I therefore object to (i.e. do not approve of), any proposal that would allow the City of Melville to approve height bonuses.

Regards, [redacted]

[redacted]

From:	[redacted]
To:	CanningBridge
Subject:	OFFICER"S RECOMMENDATIONS TO APPROVE DRAFT HEIGHTS POLICY CHANGES - LOCAL PLANNING POLICY
Date:	Sunday, 5 May 2019 2:46:07 PM

TO WHOM IT MAY CONCERN

I wish to advise of my objection to the proposed changes to the above plan by increasing height restrictions in the Canning Bridge Activity Centre Plan.

1) Current height restrictions have not been adhered to as is evidenced by the many buildings which are currently under construction even though Mayor Russell Aubrey promised that we would not have a 'New York' style skyline.

2) Any changes made to the Local Planning Policy should reflect the concern which has been expressed over and over again by residents and ratepayers. Instead, city planners are ignoring these concerns and are proposing even taller buildings for the area to be offset by questionable 'benefits' to the community.

3. Infrastructure improvements need to be urgently addressed before any further developments commence to prepare for the increased number of residents, including traffic management, water, sewerage, electricity, gas, and waste management.

Yours sincerely,

[redacted]

From:	[redacted]
To:	Marten Tieleman; Steve Cope
Cc:	CanningBridge; Cr Nicholas Pazolli; [redacted]; Cr Steve Kepert
Subject:	Comment of Proposed Local Planning Policy - Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan
Date:	Sunday, 5 May 2019 4:11:06 PM

To: Mr Marten Tieleman, CEO, Melville City Council and Mr Steve Cope, Director Planning, Melville City Council.
Cc: Messrs Pazolli and Kepert, Councillors Applecross – Mount Pleasant Wards.

Dear Mr Tieleman and Mr Cope,

Thank you for the opportunity to comment on the draft Canning Bridge Activity Centre Plan – Bonus Building Height Provisions.

As long-term owners and residents in [redacted], Applecross, living close to the area of the Canning Bridge Activity Centre Plan, we wish to register our objections to the proposed Bonus Building Height Provisions.

We are against the very principle of having so called bonuses to increase the height of buildings in the M10 and M15 zones. Even with the current developments, it is clear that the overall amenity of the area is being downgraded, eg Sabina and The Precinct, and to allow further proliferation through these new proposals will give open slather to the developers.

Instead of (quote): *clarifying how discretion would apply to proposals for buildings above the standard heights*, it is our concern that the proposed draft Provisions will give easily compliant opportunities for developers to build to 50% and 67% above the standards. Why should '*discretion*' be applied?

When the Canning Bridge Activity Centre Plan was first put forward, we were not aware of the ease in which the M10 and M15 height restrictions could be so easily overcome. What is happening now is to the detriment of local residents because there are little or no real benefits to the community. Indeed, we question 'who is the community?'. Surely the community is the local residents and the Melville City inhabitants but not the developers. To date, the developers have shown scant regard for local concerns and have demonstrated an ability to exceed the original intentions by proposals that bring no actual and measurable benefits. Hence there are developments that significantly exceed the original M10 and M15 limits.

We ask the Melville City Council to reject these proposals and revert to a strictly enforced M10 and M15 limit on all future developments with no provision for those to be exceeded.

As for (quote): *additional building height may be awarded where the relevant Desired Outcomes of all Elements of the CBACP have been met or exceeded, the requirements of Elements 21 of the CBACP, Design Considerations have been achieved and the requirements of Element 22 of the CBACP, Community Benefit Considerations have been achieved*, these are surely elements that should be inherent in a compliant M10 or M15 design with no height bonus. The *Performance Assessment of Bonus Items* are replete with matters and criteria that should be integral elements of a complying design limited to M10 or M15 heights.

We request the proposed Bonus Building Height Provisions be rejected and a new start made in drafting requirements that will limit building heights to the stipulated zoning.

With kind regards

[redacted]

Submission on LPP 1.18
Policy for Bonus Height CBACP M10 and M15 Zones

1. The need for this Policy

The need for this policy was made clear when the DAP on three occasions rejected applications for buildings that exceeded the "as of right" height limits set for the CBACP. The rejections occurred because the CBACP lacked clarity on what would qualify a project for bonus height, and if qualified, how much bonus height should be permitted.

The policy therefore needs to provide an **objective** answer to two questions for each project seeking bonus height: -

- Does the project qualify for bonus height?
- How much bonus height does this project earn?

This policy, once approved, will serve as the basis for assessment of hundreds of millions of dollars of investment so it is important that the city get it right.

2. Does the draft policy meet this need?

The draft policy does NOT meet the need.

Lack of Objectivity - No means of measurement

The draft policy purports to

"provide additional guidance with respect to measurement of proposed bonus items"

There are very few measureable criteria stipulated in the policy. Whilst the policy lists the elements 21 and 22 and the various sub-elements that may entitle additional bonus height, and seeks to provide "performance criteria" for the various sub-elements, the "performance criteria" offer no better definition of the elements than the original CBACP. The draft policy fails in this regard.

The draft policy further purports to

"ensure that the merit of the bonus item is proportionate to the extent of the bonus granted"

There is no link anywhere in the draft policy between the number of bonus storeys entitlement and any criterion described in the policy. There is absolutely no way of assessing objectively whether compliance with, or exceeding, one or more of the sub-elements in elements 21 or 22 would entitle the developer to one extra storey or ten extra storeys.

The draft policy fails to meet its own stated objectives.

It also totally fails to meet the need for which it was commissioned by the Council and demanded by the DAP.

3. How to meet the need?

Given the very large value of development applications to be assessed under this policy it is very important the policy be both clear and transparent in determining the entitlement of a development to any bonus height. To accomplish this the policy needs to be:

- Robust – able to withstand scrutiny and challenge from developers, the community and the DAP

- Logical – there must be a sound basis for the acceptance or rejection of applications for bonus height
- Measurable – the policy makes frequent use of the term “proportionate” or “proportional” when referring to the extent of bonus height to be granted. There must be a sound basis for the assignment of incremental bonus height for each of the sub-elements in 21 and 22 according to their merit and desirability so that the bonus can be in proportion to the incremental value provided by exceeding the basic requirement of the sub-element.
- Repeatable – the principles and scale of any bonus height applicable to one project must be equally applicable to any other.

Robustness

This can only be achieved if the other qualities are met. Without being logical, measurable and repeatable the policy will not (and does not, in its present form) withstand any form of scrutiny or challenge and will be (and is, in its present form) useless for its stated intended purposes.

Logical

The draft policy states, correctly, that bonus height should be in proportion to the extent to which Design Objectives (DOs) are exceeded, or to the extent of any community benefit is offered over and above the basic minimum that is expected. For this to occur there must be a clear statement of what the minimum requirement is. There is no logic in stating, for example, that provision of office space provides opportunity for discretionary height bonus when provision of office space is one of the basic elements of the design objectives. By this reasoning, the more office space offered, the greater the merit of the proposal and the more bonus height can be granted – without limit.

In its failure to describe clearly what meets the basic design objective in the first instance, and then how exceeding this basic objective may qualify bonus height, the draft policy is totally lacking in logic and is not only indefensible against any challenge but is also incapable of administration.

There is no logic for the extra height thresholds of 50% for M10 and 66.7% for M15. Why should there be different thresholds? Why should it not be 50% for each? Why not 20%? The height of the threshold is totally arbitrary and without logic.

These are but two of the many instances where the draft fails any test of logic. There are more and the draft requires a more rigorous approach if is to accomplish its purpose.

Measurable

In order to qualify additional height, every DO and qualifying sub-element needs firstly a clearly defined basic requirement, secondly how this requirement may be exceeded in order to qualify for extra height and thirdly just how much bonus height may be earned by exceeding the basic requirement in this manner. For example, if provision of hotel facilities is a criterion that qualifies bonus height, and a development proposes to include two storeys of hotel accommodation, how much bonus height may be earned by these two storeys of hotel accommodation? Would it be one fifth of a storey, or five additional storeys?

This objective requires some in depth analysis of what the DOs are intended to accomplish, and how this is to be done. The material presented in the daft LPP is superficial, does not address the issues and hence creates a draft policy that is incapable of effective administration.

Repeatable

Consistency is an important element of robustness. If the policy provides a consistent basis for assessing and awarding bonus height it will be effective. In its present form there is no possibility of that occurring as the criteria are neither logical nor measurable. The proposal in the draft policy of maintaining a record of bonus height awards and the reasons for each award is commendable, but

will be dangerous in the absence of logical and measurable criteria and awards as it will result in the establishment of illogical and unjustifiable precedents.

4. What the Draft Policy Does

New minimum height

Far from providing a basis for the assessment of additional bonus height, the draft policy advocates a *"Threshold to Bonus Height"* of 50%, or five storeys for M10 and 66.7% or ten storeys for M15.

There is no credible basis provided in the draft for how these thresholds have been determined, nor for how the threshold relates to any of the DOs or sub-elements that may qualify a development for bonus additional height.

The draft does not address in any sense how bonus height may be earned incrementally from the maximum heights of DO3 towards the nominated thresholds.

The discussion of additional height in relation to the thresholds does not focus on how the thresholds may be attained, (as they themselves represent extra height) but rather on how the thresholds may be exceeded.

This leaves a policy vacuum between the DO3 maximum height and the threshold. By this the draft policy effectively makes the thresholds de facto minimum heights for even a small "benefit" and the minimum height for M10 becomes 15 storeys or 48 metres, for M15 it becomes 25 storeys or 80 metres for even the most trivial offerings in excess of the DOs.

This is clearly not what is envisaged by the CBACP, but an arbitrary, de facto and unjustifiable increase to the intended minimum heights and is a deficiency that must be addressed before the draft can be approved.

Rewrite the CBACP on Block Size

Secondly, the draft policy seeks to rewrite the CBACP with regard to minimum block sizes to qualify for bonus height. The CBACP is unambiguous in stating that land ceded for road widening may be added back to block size where the road widening is along Canning Highway. The draft policy states quite clearly (on page 5 of 23) that land ceded for road widening may be added back to block size in other locations as well. This is ultra vires for the draft policy, which is intended to clarify that which is unclear, not to change that which has already been made clear in the CBACP.

5. Need for change

The policy needs to be amended to address the need for objective assessment of incremental bonus height in response to benefits offered by improving on the CBACP DOs.

It also needs to be amended to ensure that it stays within its brief – which is to clarify the bonus height provisions of the CBACP, not to reinvent them.

Amendment is further required to ensure that good faith is maintained between the City as the regulator of the CBACP and the community, and to ensure that the community expectations at the time of the CBACP approval are met by documented, transparent administration by the City in accordance with a robust, logical, measurable and repeatable policy.

[redacted]

[redacted]

5th May 2019

From:	[redacted]
To:	CanningBridge
Cc:	Marten Tieleman; Steve Cope
Subject:	Canning Bridge Activity Centre Plan (CBACP) Building Height Bonus Provisions
Date:	Sunday, 5 May 2019 6:39:06 PM

To who it may concern

I would like to express my severe dissatisfaction with the City of Melville planners how their misinterpretation of the Canning Bridge Activity Centre Plan (CBACP).

The development of Sabina and other apartment blocks are massively impacting on our community unity by changing the landscape, increasing traffic and encouraging a more transient population.

The limits of a 10 storey zone and a 15 storey zone were accepted by residents and rate payers in spite of the disproportionate increase in height in comparison to the surrounding properties and issues with shadowing, changes in air flow, traffic flow and parking problems due to increased residents and visitors.

The approval of Sabina was a massive breach of the trust of residents who were not consulted when a decision to allow a building twice the height of the publicised limit.

The information now released in the Local Planning Policy (LPP) regarding CBACP has further undermined my confidence that the City of Melville is considering any of the current Applecross residents. I question whether the interests of developers and the potential accrual or additional rate payers are the primary motivators for these unreasonable developments.

The categories that developers can fulfil to achieve additional height in their buildings such as providing street art or having facilities for the community should be amongst the minimum requirements of development in Applecross. Every developer should be improving the lot that they are developing through these methods in order to get approval and to be allowed to develop up to the previously agreed limits of ten and 15 storeys respectively. Increasing these levels look like corruption to me.

Please:

- Keep the maximum height limits at the previously agreed limits of ten and 15 storeys.
- Apply high standards to the developers to ensure any development significantly improves the area.
- Ensure a minimum of one parking bay is required per residence with up to one bedroom, a minimum of two bays for residences with up to three bedrooms and additional visitors' bays for every residence above three bedrooms.
- Prioritise family homes and town houses in order to:
    - ensure a more stable population
    - limit the on street parking required
    - limit traffic congestion

Thank you for your consideration

From: [redacted]
To: CanningBridge; Steve Cope; Marten Tieleman
Cc: [redacted]
Subject: Canning Bridge Activity Centre Plan (CBACP) Building Height Bonus Provisions
Date: Sunday, 5 May 2019 7:55:05 PM

To Whom It May Concern;

Re: Canning Bridge Activity Centre Plan (CBACP) Building Height Bonus Provisions

I would like to express my frustration at the manner in which City of Melville planners have interpreted and varied the Canning Bridge Activity Centre Plan (CBACP) from the established building height restrictions.

Residents of Applecross have paid premium prices for homes in an area with good transport links, tree lined streets and a positive community atmosphere. The development of Sabina and the infill of many other smaller apartment blocks has already begun to destroy this community unity by encouraging a far more transient population. It has also increased both parking and traffic on what are quite restricted roads.

The limits of a 10 storey zone and a 15 storey zone were accepted by residents and rate payers in spite of the disproportionate increase in height in comparison to the surrounding properties. These height restrictions caused concerns for residents due to shadowing, changes in air flow, traffic flow and parking with increased residents and visitors and more importantly, the erosion of the community atmosphere that many residents had worked hard to cultivate.

The approval of Sabina was a breach of the trust of residents who neither understood the 15 zone area could have buildings with additional floors, nor were consulted when a decision to allow a building DOUBLE the height of the publicised limit. To approve a building between seven and 15 times the height of most surrounding buildings is disproportionate to everything that residents and rate payers understood to be reasonable and destroys the feel of the area.
The information now released in the Local Planning Policy (LPP) regarding CBACP has further undermined my confidence and the confidence of my neighbours that the City of Melville is considering any of the current Applecross residents, instead focussing on developers and the potential accrual or additional rate payers.

The ‘bonus height’ allowance of 50% in M10 and 66.7% in M15 will further destroy the lifestyle and atmosphere that current residents chose. The categories that developers can fulfil to achieve additional height in their buildings such as providing street art or having facilities for the community should be amongst the minimum requirements of development in Applecross. Every developer should be improving the lot that they are developing through these methods in order to get approval and to be allowed to develop up to the previously agreed limits of ten and 15 storeys respectively.

I am pleading with you to:

- Keep the maximum height limits at the previously agreed limits of ten and 15 storeys.
- Apply high standards to the developers to ensure any development significantly improves the area.
- Ensure a minimum of one parking bay is required per residence with up to one bedroom, a minimum of two bays for residences with up to three bedrooms and additional visitors bays for every residence above three bedrooms.
- Prioritise family homes and town houses in order to:
    - ensure a more stable population, less transient population within Applecross
    - limit the on street parking required
    - limit traffic congestion

Thank you for your consideration of these matters.

Yours Sincerely,

[redacted]

[redacted]

5 May 2019

Mr Gavin Ponton
Manager Strategic Urban Planning
City of Melville
10 Almondbury Road
Booragoon. WA. 6154

Dear Sir

I wish to make a submission to the Council's draft Local Planning Policy with regard to Building height provisions for the Canning Bridge Activity Centre Plan.

I reside within the Canning Bridge Activity Centre at [redacted], and up till recently, I have naively assumed that the City of Melville planning department was acting for its residents, and not for high rise apartment developers. Unfortunately it is not until the high rise apartment developments are well underway that I have realised the extent of the bonus heights allowed (Circe 19 storeys, The Precinct approx 19 storeys and Sabina three towers of 30, 26 and 26 Storeys). Also, I have seen the negative impact on visual amenity from wide towers (ie The Precinct, when viewed from Ogilvie Road).

The developments approved and currently underway along Canning Highway show that the policy of bonus height trade-off for community benefits appears to have been rorted. Given that the horse has bolted on these current developments, then there is a need to reign this issue in right now. An analysis of how this happened and who was involved in the approvals would hopefully shed light on how this problem occurred.

The Canning Bridge Activity Centre is a prime area for developers because of it location adjacent to Swan river and proximity to the CBD. Apartment developments attract premium prices and are lower risk for developers, due to high consumer demand. The City of Melville should therefore be prepared to only accept the highest quality developments as a starting point. Many of the elements considered for bonus height should simply be standard.

While the intent of the Canning Bridge Activity Centre Plan seemed reasonable, the actual outcomes have been less than satisfactory. I therefore support the need for a policy as an interim measure to allow time to reassess the elements of the Activity Centre Plan, to make the boundaries of building height, building density etc clearer for both residents and developers.

With respect to the main issues outlined in the information sheet, my comments follow.

Performance Assessment of Bonus Items

I agree that there needs to be a more stringent assessment of bonus height trade-off for community benefits. Community benefit needs to be assessed by reference to what the community wants, not what a developer or planner thinks the community wants. For example a needs assessment survey could be required as part of a development application process.

The panel that assesses these bonus height trade-offs should include residents from within the Canning Bridge Activity Centre, who are unbiased and do not have an financial or other interest in developments being considered by the City.

Identification of Thresholds to Bonus Height

I disagree with the maximum heights including bonus contemplated by the draft Policy.
I believe they are too generous, especially the M15 Zone.

I propose that the absolute maximum bonus should be 30% additional storeys per zone. Ie.

Absolute maximum building height (including bonuses)

M10 Zone 13 storeys/ 41.6 metres

M15 Zone 20 storeys/ 64 metres

Also there should be NO discretion to go above these maximum heights.

Thank you for your consideration of my submission

Yours Faithfully

From: [redacted]
To: CanningBridge
Cc: marten.tielman@melville.wa.gov.au; Steve Cope
Subject: Height Limits
Date: Sunday, 5 May 2019 10:05:27 PM

We wish to voice our extreme concern at the way the Melville Shire has flouted the original guidelines and rules for maximum height allowance within the Canning Bridge Activity Centre.

The new Cirque apartments on Kishorn were approved for 15 storeys, but the council waved this requirement and allowed them instead to build to 22 storeys.
Both the value and the amenity of our home on Helm Street has been severely compromised as a result viz :

1. The top 6 storeys on the south side now have direct visibility into our back yard and pool area. We have lost all privacy.

2. During the Autumn and Winter months we lose sunlight for some 2 – 3 hours every morning as the sun passes behind the 22 story building

3. The value of our home is now significantly less than its 2012 valuation of $1.55 million. Recently we were advised that a realistic price would currently be around $1.2 million but that we may be forced to sell at land value in the region of $900k. You may be aware of the increased number of properties for sale on Helm and surrounding streets as residents try to exit the area, all as result of overbuilding of apartments made worse by Melville council ignoring the original height limitation of 15 storeys

Our once quiet neighbourhood is no longer. We cannot stop progress, but we should be able to rely on our local shire/council to be sympathetic to the amenity of existing residents in allowing high-rise development.

Shame on you !

[redacted]

From: [redacted]
To: CanningBridge
Cc: Cr Nicholas Pazolli; Cr Steve Kepert; [redacted]
Subject: Canning Bridge Activity Centre Building Heights
Date: Sunday, 5 May 2019 11:32:13 PM

The comments below represent the views of three ratepayers, [redacted] of [redacted] and [redacted], owner of [redacted]. All properties are within the Canning Bridge Precinct.

In summary, our comments are that all three of us are against allowing any further height increases with the Canning Bridge Precinct (CBP). We are aware that there are already developments underway that exceed the proposed height limits of 15 storeys in the CBACP as published in 2016 but cannot see the benefits that have allowed removal of the restrictions on building heights.

We have tracked the progression of the Canning Bridge Precinct Plan (now Canning Bridge Activity Centre Plan) since inception and although we have never been against high-rise development of the area, we have continually been concerned at the creep that has occurred through the process and the lack of interest in resident's concerns. We can remember when the boundary of the high-rise development of the CBP was Helm Street. Since then the boundary has crept outwards and the building heights have crept upwards. Meanwhile, as far as we are aware, there has been no traffic plan proposed for the area, an issue of key concern to residents.

It is worthwhile pointing out that although not involved in the studies in 2008, [redacted] was an employee of GHD, the consultancy that conducted the studies at that time. Looking back over some of the reports shows that key issues of resident's concerns have not been addressed. The majority of residents at the time were keen on low rise developments of 2 to 4 storeys with the maximum height mentioned in the October 2009 report being 8 storeys.

As far as we are aware, the developments that are occurring, or are proposed, offer almost no community benefits to justify the height increases beyond 15 storeys. Most residents believed that the CBACP height limits of 15, 10, 8 and 4 storeys would be applied. However, it would appear that the wording used in the report "Discretionary Height Concessions for Community Benefits" have been used as an excuse to allow developers, with the Council's acquiescence, to increase height limits as they like for commercial gain rather than community benefit. Allowing buildings of twice the height limit is farcical.

The Council's treatment of the developers contrasts with the officious behaviour and intransigence of the Council Officers when we planned the construction of our current residence (completed in 2008). Even though we could demonstrate compliance with the performance criteria of the building codes with respect to overlooking issues, Council Officers applied inappropriate criteria and showed a complete lack of common sense. It is somewhat ironic that overlooking issues are now completely overlooked within the CBACP.

We recently attended a presentation by a developer for a 20 storey development on Canning Beach Road, an area designated as having a 10 storey limit. If approved, such developments right on the foreshore, only encourage developers with land further away from the waterfront to seek even taller buildings to allow views from the apartments.

Of particular concern to us in [redacted] is that a height limit of 6 to 8 storeys

applies on our rear boundary. As this is our northern boundary, an 8 storey building will result in a substantial portion of our block being shaded in winter. Furthermore, as the Council seems to vary height limits at a whim, we are very concerned that we may have even higher developments occurring, shading even more of our block.

Another concern of ours has been the zero setback policy allowing the development on the corner of Sleat Road and Canning Highway to be built right to the footpath on Sleat Road. The need for construction access has required the closure of the Sleat Road southbound lane, disadvantaging residents and through traffic. One would have thought that allowing a development to exceed the height limit would mean that the development would forgo the zero setback allowance. It is also fairly obvious that vehicles exiting the building to Sleat Road will have serious difficulty heading north on Sleat Road or having any reasonable chance of accessing Canning Highway eastbound.

All of the current developments have at least 4 storeys of solid concrete panel walls at the lower levels. These are an ugly eyesore and are certainly not a community benefit.

If the Council truly represented residents it would impose a moratorium on any further developments exceeding the height limits the community reluctantly accepted in 2016.

[redacted]

From: [redacted]
To: CanningBridge
Cc: Cr Steve Kepert; Cr June Barton
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy - [redacted]
Date: Monday, 6 May 2019 12:33:51 AM

Dear City of Melville
As a commuter to work over Canning Bridge and the freeway, I am in favour of infill close to Canning Bridge, regulated with empathy along with improvements to the thoroughfare. The CBACP seems to embody that.

On examining the city's draft Local Planning Policy, It concerns me that extreme height increases being proposed without any explanation, along with their accompanying loopholes, combine to water down CBACP's zoning concept such that it becomes a barely discernable roadbump for inappropriate developments.

These four points:
Increasing standard height in the 10-storey zone to 15 storeys will simply encourage all developers to apply for 20 storeys plus as a 'reasonable' compromise, leading to a 'poor man's Manhattan' at the top of the hill.
25 instead of 15 storeys down below, similarly. Sounds like retrospective justification.
This was not the vision conveyed to ratepayers.
At least be transparent as to the reasons.

Add-back clauses, reasonable for smoothing the widening of Canning Highway, are to be applied to the whole precinct? On what grounds?
The goalposts have ceased to exist.

'Community Benefits' Whatever they are, remain nice and vague, keeping it simple to tick a box, by people who seem rather too close to the property lobby .
For example, rest-rooms evidently intended to service a cafe-type retail outlet, were declared as a 'public toilet' of benefit to the community in the recent Kishorn/Forbes proposal. Council officers were most reluctant to declare its obvious context as an amenity for a cafe, so as to tick a box on the developer's behalf.
The fox is in charge of the chicken coop.

Design Excellence another device to drive a coach and horses through height policy.
When 80% of proposals cite Design Excellence, and CoM planning allow them through, then the zoning might as well not exist.
Rather, mInimum design excellence in the form of basic safety, quality materials, soundproofing and energy efficiency, should be expected in all proposals worth their salt.

In summary, the property lobby will always try to knock the door down and cite innovative concepts invented by themselves, such as 'design excellence' and 'community

benefits', as a means of overstepping local policy height guidelines. Our city planners seem to align closely with this, showing little appetite to push back against excess. Maybe the developers do not want to commit. If so, then lets have this out in the open.

Unfettered 'Open Sky' is not planning...

Yours sincerely

[redacted]

From: [redacted]
To: CanningBridge
Subject: Proposed changes to the Canning Bridge Activity Centre Plan - [redacted]
Date: Monday, 6 May 2019 7:48:43 AM

To Whom It Concerns,

As a local land owner with an intent in developing the land, this is to raise my support of the objectives outlined in the proposed policy relating to the building height provisions of the Canning Bridge Activity Centre Plan. Below are my views on the key points:

1) I agree with the clarifications regarding performance assessment of bonus items.
2) I think it is reasonable to have thresholds to the bonus height proposed.
3) I question the necessity of including minimum lot size restrictions to determine access for bonus height.

Regards

[redacted]

From: [redacted]
To: CanningBridge
Date: Monday, 6 May 2019 10:04:40 AM

To the Melville Council

1. The scale of development was never discussed with local residents
2. The majority of high rise buildings have increased heights that was originally proposed
3. There is an increase in traffic congestion
4. Helm street , Sleet road and Canning Highway intersections are totally congested on weekdays with many residents finding it difficult to drive out of their driveways due to traffic congestion.
5. Many of the High Rise building have been built out to the pavement with no allowance for trees/ shrubs. This reducers the aesthetic value of the whole area thus converting the precinct into a ghetto style neighbourhood.

--
Regards,
[redacted]

From: [redacted]
To: CanningBridge
Subject: Proposed changes to the Canning Bridge Activity Centre Plan - [redacted]
Date: Monday, 6 May 2019 11:04:25 AM

Dear Council,

I recently received correspondence about further changes to the CBACP that are being considered. At first I was very annoyed about this as I thought the issue was sorted and we were all going to look forward to a better, more welcoming and more encompassing Canning Bridge area. However, after taking the time to review what you are proposing, I am reasonably satisfied with the exception of one point.

My view in brief –

Performance assessment for bonus heights – Good. Should lead to better outcomes and more amenities for all.
Thresholds for bonus heights - Good. I like that we will get a variety of building heights. Nothing looks worse than same same buildings
Minimum lot sizes – I have an issue with this one. You can build extraordinary buildings on very small footprints. This is the power of the latest eco designs. Big blocks are very 1970's. The ONLY criteria should be does it meet community (council) expectations as regards amenity and good design. Also big buildings (as distinct to tall buildings) create far worse sun shadow issues. They say "Variety is the spice of life" and never was this truer than is building design.

I am also aware of a small and noisy group within the municipality who would stop all progressive development and probably think electricity was a bad idea. It is vitally important that the council be for all, not just the loudest. The opportunities in front of us to enhance and develop the Canning Bridge area are extraordinary and we should grasp them with both hands.

Thank you for taking the time to consider my comments.

[redacted]
Rate payer to the City of Melville Council

From:	[redacted]
To:	CanningBridge
Cc:	Cr Nicholas Pazolli; Cr Steve Kepert; dean.nalder@mp.wa.gov.au; minister.saffioti@dpc.wa.gov.au; simon.obrien@mp.wa.gov.au
Subject:	Comments on Proposed Local Planning Policy - Canning Bridge Activity Centre Plan - Canning Bridge Draft Heights Policy - [redacted]
Date:	Monday, 6 May 2019 11:37:58 AM

Dear Sir/Madam,

I am emailing to advise of my strong objection to the proposed Local Planning Policy and the Bonus Height Provisions. They definitely should NOT be approved.

My husband and I are residents of Mt. Pleasant and live very close to the extremely high apartments that are being built.

Previous unsuccessful dealings with the Melville Council lead me to believe that no matter how much we object and how much we put our case forward, the Melville Council will allow developers to do whatever they want.

I can only imagine how the people living close to the developments that are happening at the moment must be feeling. They are being dwarfed and overshadowed by the monstrous buildings.

Don't get us started on the traffic situation which at present is already a huge challenge when trying to access the freeway via Canning Bridge and will only get worse when all the units are occupied, they in turn have visitors arriving and to top it off the customers of the retail outlets.

My husband and I object and do NOT approve of any proposal that would allow the Melville Council to approve the City of Melville height bonuses.

Regards,

[redacted]

From: [redacted]
To: CanningBridge; marten.tielman@melville.wa.gov.au; Steve Cope
Subject: Invitation to Comment of Proposed Local Planning Policy - Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan - [redacted]
Date: Monday, 6 May 2019 12:16:01 PM

To Whom it may concern

My name is [redacted] and I have been a long term resident of the City of Melville (38 years) having lived in [redacted]. For the past 18 years my wife and I have lived at [redacted]

Although I am now retired, I worked in the property development industry all my life and am well aware of the pressures from governments to increase density within our inner suburbs and in particular around transport hubs such as the CBACP. I am not against change and in fact I agree with most of the principles of Transport Orientated Development's (TOD's). However, in saying this any change should not be to the significant detriment of existing residents.

I believe the Bonus Building Height Provisions for the CBAPC have gone overboard and some of the recent Development Application decisions of Council, within the Precinct, are making local residents angry. For example, approximately 9 months ago I visited Council with a prospective purchaser of a property in the M4 section of Forbes Road to enquire about development proposals on the opposite side of the road in the M10 zone. I can categorically state that the young lady in attendance said she was unaware of any proposals and that the maximum height in the M10 area was 10 stories. The property in the M4 area was subsequently purchased by my friend. Within a couple of months after the purchase, Council had recommended approval of a 20 storey tower of "exemplary design" opposite the purchased property. Thank goodness the application was subsequently disallowed by Council. My friend certainly had an expectation of up to 10 stories but no more.

The current draft bonus provisions for the M10 and M15 zones are far too generous and to put it bluntly "scare the living daylights" out of local residents. We simply see far too many high rise buildings and the subsequent traffic problems which will follow.

In order to provide some certainty and peace of mind to residents I propose the Bonus Building Height Provisions be amended to make the maximum heights in the M10 and M15 precincts be 10 and 15 stories respectively.

By all means maintain the proposed Performance Assessment criteria but make these the minimum standard to achieve maximum heights of 10 and 15 stories. If any proposal does not meet the Performance Criteria then a lesser height should be granted.

Thank you for the opportunity to make this submission.

Kind Regards

[redacted]

Virus-free. www.avast.com

From:	[redacted]
To:	CanningBridge
Cc:	Cr Steve Kepert; Cr Nicholas Pazolli
Subject:	Comments on Proposed Local Planning Policy Canning Bridge Activity Centre Plan - [redacted]
Date:	Monday, 6 May 2019 1:17:29 PM

The Canning Bridge Draft Heights Policy published by the City of Melville proposes to normalise building heights to 25 storeys in the M15 zone designated for 15 storey development.
It also proposes to normalise a notional height limit of 15 storeys in the M10 area designated for 10 storeys maximum height.
However, contained in the detail of this document is an exemption for developers to obtain unlimited height bonuses at the discretion of the City of Melville.
I find these proposal unacceptable for the following reasons:-

1. This scale of development was never discussed or envisaged during the consultation phase with ratepayers before the plan was adopted.
2. The City of Melville is not acting within the best interest of ratepayers by increasing the building heights without regard to the implications that have come to light with existing development within the area ie: overshadowing, traffic, parking during construction, the impending lack of funds to improve the Canning Bridge transport hub and the impact on existing home owners in what are currently quiet residential streets bordering on the CBAC.
3. The process that allows developers and council to "negotiate" increased storeys in a proposed development is flawed and should be stopped immediately. It would be naive to think that if the process is available developers will not try and obtain it on every occasion.

It would be prudent to put a moratorium on development not currently under construction within the Canning Bridge precinct area and review all proposed future developments. This should also include:-
1. The fringe areas such as Wren Street, which is small suburban street containing single residence homes that has had approval for an 8 storey complex.
2. Parking for construction workers in the area of development.
3. A time line that includes control of the mix of building heights being developed. As I remember at previous ratepayer meeting with the City of Melville the aim was to have the tallest buildings around the Canning Highway/Kintail Rd junction and the building height decreasing as development moved towards the west on Canning Highway. This is obviously not happening and the City of Melville appear to have adopted a "shotgun approach".

Regards

[redacted]

[redacted]

From: [redacted]
To: CanningBridge
Cc: Cr Steve Kepert; nicholas.pazzolli@melville.wa.gov.au
Subject: Canning Bridge Activity Centre [redacted]
Date: Monday, 6 May 2019 1:19:02 PM

To: Melville City Council.
From: [redacted] residents/ratepayers)

We are very disappointed, disillusioned and confused in regards to the evolution of the Canning Bridge development in the Applecross/Mt Pleasant zone. The concept of **well-planned** increased population density around transportation hubs is something that we understand and accept. However, the Council's attempts over the past few years at explaining how this was to evolve have been at best misleading. The residents falling directly in the footprint (or in the shadow) of the development area feel deceived by the City of Melville. Following are some of our thoughts in regards how this has progressed.

1. The proposed height restrictions have become a farce. The process and criteria allowing developers to significantly increase building heights is outrageous. The farce of height approvals will create a suburb of concrete, shadows, overlooking and congestion.
2. The subjective criteria of "Community Benefits" is flawed. Never was it envisioned during the "Communication Process" that building heights would end up where they are now. The discrepancy in what the developers think provides a benefit is light years away from the reality of residents.
3. The M-15, M-10 zones (15 & 10 story) should be the maximum heights, not the minimum! In order for developers to build at these heights they should be required to substantiate significant community benefits. If they cannot confirm significant community benefits then their application should be refused. Once again, everything seems to be catering to the commercial outcomes for the developers and the council, not the existing ratepayers or the future integrity and liveability of the suburb.
4. The plot ratios for these buildings will create a concrete jungle completely inappropriate for this neighbourhood. There is very little land allocated for open space. Alleyways, wind tunnels and shade/shadows will become the norm.
5. We attended a session where it was clearly articulated that increased population density in this area was dependent upon significant infrastructure enhancements (roads, pedestrian walkways, Canning Bridge improvements, bus station, ferry terminal, water, sewage, waste management, etc.). None of this seems to be on anyone's radar.
6. The change in zoning covers too great an area. The arbitrary zones extend too far to the south and north. For example, why not use the north side of Helm St. in Mt Pleasant as the limit. South of Helm St contains huge numbers of single residence properties with significant houses.

Increasing density doesn't mean that the suburb must be turned into a clone of the CBD apartment districts of New York or Sydney!

We have lived in [redacted] since 2002 and until recently have loved the experience. Now, however, the daily lifestyle has changed dramatically.

- The noise pollution from the construction sites is horrendous. From 6:45 – 7:00am every morning our world changes. Most days it is impossible to sleep past this time or to keep the doors and windows open. The noise continues unabated until at least 4:30/5:00.
- The cranes start blowing their horns and whistles prior to 7:00.
- The workmen pound scaffolding and yell instructions across the site.
- Roads are temporarily or permanently blocked off which causes significant inconvenience.
- Our street has become a parking lot for tradesmen who arrive for work from 6:30 onwards. They are noisy and flaunt the parking restrictions.

The lifestyle and financial impact of this initiative is (and will continue to be) significant for residents. The Council's honesty, empathy, decision making and long term vision are all in question.

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	martin.tieleman@melville.wa.gov.au; Steve Cope; nicolas.pazolli@melville.wa.gov.au; Cr Steve Kepert
Subject:	Submission regarding the Proposed Building bonus heights in the City of Melville [redacted]
Date:	Monday, 6 May 2019 1:28:15 PM

CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP) - LOCAL PLANNING POLICY (LPP) – BONUS BUILDING HEIGHT PROVISIONS

I live in the city of Melville, in [redacted].

I am very disturbed to find that the planning department within the City of Melville intends to increase the number of storeys of proposed building developments in the M10, and M15 zoned areas, as a bonus to developers. To increase to 15 storeys in the M10 zone and 25 storeys in the M15 zone. Already we have a 30 story building, Sabina in our leafy suburb, which will frankly be a “blot on the landscape”.

I totally oppose the discretionary powers of the city of Melville to increase heights of buildings in the M10 and M15 zones to a 25% or 50% bonus whether or not they have exemplary design or give up land so that the council can widen the roads or other such “community benefits” eg public toilets, roof top gardens etc. Exemplary design and community benefits should be a standard requirement of development and developers should not be given other concessions.

Not only will these buildings not align with the rest of the neighborhood in terms of height but the increase in traffic will cause more angst in the community.

There is absolutely no need to provide “bonuses” to delvelopers so they can make greater profits. They know the building guidelines and should abide by them. The council also is aware of the CBACP and should abide by that plan.

I suggest you look to the requests of the ratepayers who you are representing, to look after our interests rather than looking to large corporations for your indications of success.

Regards.

[redacted]
Sent from my iPhone

From: [redacted]
To: CanningBridge
Cc: [redacted]
Subject: Local Planning policy changes[redacted]
Date: Monday, 6 May 2019 2:50:08 PM

To whom it may concern,

I emphatically oppose the proposed changes to the Canning Bridge Draft Heights Policy published by the City of Melville to allow and formalise building heights of 25 storeys in the M15 zone and 1

storeys in the M10 zone.

1. The changes represent a significant betrayal of ratepayer trust, given the assurances provided during the community consultation process on upper development limits.

2. The original heights specified by the M zones should in fact be strengthened to **provide clear guidance to developers that these are maximum heights, not minimum.**

-

3. Approval of constructions for the maximum height limit, the limits currently stipulated by the M zone, should be dependent on the provision of community benefits. In the absence of this provision, developers should be restricted to a lower number of storeys.

4. The guidelines for what entails a community benefit need to be expanded and clarified as this appears to be a very grey area there is a wide difference of interpretation between what the community considers to be of benefit and that of the developers.

5. Infrastructure improvements need to be urgently addressed before any further developments commence to prepare for the increased number of residents, including traffic management, water, sewerage, electricity, gas, and waste management, all of which seem to be an after thought with these developments

For these reasons, although an improvement on no height limitations at all which seemingly exists at the moment, I do not support the proposed changes. I support the view that an external review of CBAC plan and ceasing further approvals for this period.
As a rate payer over many years I hope some consideration of these concerns is given.
Regards
[redacted]

[redacted]

From: [redacted]
To: CanningBridge
Cc: Marten Tieleman
Subject: Canning Bridge Activity Plan - [redacted]
Date: Monday, 6 May 2019 3:18:48 PM

Voicing our concerns regarding future proposed lifting of height restrictions in this area. We are totally opposed to developers being allowed to come into this area and granted permission to built above the 10 storey height restriction. Maximum height should be set at 10 storeys only. We moved into the area affected some 14 years ago when it was a still possible to travel along Sleat Road towards traffic lights on corner of Sleat and Canning Bridge. At the present time it is totally impossible to travel this route without waiting at the traffic intersection for several light changes and endeavouring to enter onto Sleat Road with traffic at times backed back to Waugh Street along Ullapool Road.

With the present apartment developments approved Sabina and Cirque we are looking at a dramatic increase in vehicle traffic. What has been proposed for vehicles exiting Cirque apartments and endeavouring to enter Canning Highway? Obviously increased vehicle traffic in surrounding streets and inconveniencing rate payers and causing further congestion. Lights are programmed to be installed on Canning Bridge and entering the Mitchell Freeway. This is going to cause a dramatic back up of traffic possibly all the way back to Ardross Street/Canning Highway.
An increase in air pollution and crime.

What a wonderful idea if residents would use public transport but this will not happen! People will always want the convenience of using their own car.

What has been planned for parking for patrons wanting to use the restaurants etc in the new buildings? Only limited parking available in the vicinity. It is impossible to park in this area now!

Please do not allow height restrictions to be increased. We do not want a “New York Skyline”. Looking out of my kitchen window now all I can see is massive apartment buildings which have not even reached the approved height. Please NO more developments like Sabina and Cirque in the Canning Bridge precinct.

[redacted]

Sent from Mail for Windows 10

Dean Nalder MLA

Member for Bateman

OM 170994
Chief Executive Officer
City of Melville
Locked Bag 1
BOORAGOON WA 6954

Attention: Martin Tieleman

Re: Canning Bridge Activity Centre Plan
Local Planning Policy (LPP) Bonus Building Height Provisions
City of Melville

I welcome the opportunity to submit my concerns on the proposed Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP). Over the past two years, local constituents have raised their concerns regarding the CBACP and its inconsistencies with me as the Member for Bateman.

There is a fear in the community, from what they have witnessed at the City of Melville, that our planning process is following all the same principles as other overly congested poorly planned cities. The community was assured through consultation that building heights in the centre of the precinct (M15 and M10 zones) would be restricted to 10 and 15 storeys. Now the draft LPP Bonus Building Heights Provisions propose a default height bonus of 15 and 25 storeys (at a minimum) if developers submit "exemplary design".

My request for the LPP Bonus Building Height Provisions be rejected is based on the following concerns

1. The LPP is proposing a default height bonus of 50 per cent (a minimum of 15 storeys) in the M10 zone and 66.7 per cent (minimum 25 storeys) in the M15 zone if the developer demonstrates "exemplary design" at the discretion of the decision maker. No rationale is given for the increased figures.
2. Even more concerning is the scope for developers to achieve height bonuses above the 15 and 25 storeys (with effectively no height limit) by demonstrating a 'greater design' and 'community benefit'. Such a proposal is unacceptable with the absence of a clear criteria to measure height/density bonuses against tangible community benefits. The criteria needs to be objective not left to the decision maker's discretion.
3. Outstanding design and appropriate setbacks should be a minimum standard, not the basis for additional height/density. There is community concern that if a developer gives up land for road widening anywhere within the CBACP, the land can be added back when calculating the minimum lot size. This previously only applied to land on Canning Highway.
4. The absence of a coordinated and costed Transport Delivery Plan demonstrating how the City of Melville, PTA and MRWA will implement/achieve the fundamental requirements of the Integrated Transport Strategy (ITS). The ITS prefaced the delivery of high density within the CBACP on achieving a community shift away from car use towards cycling/walking/public

Suite 1, 30 Ardross Street, Applecross WA 6153
PO Box 7084, Applecross North WA 6153
Phone
9316 1377
dean.nalder@mp.wa.gov.au
www.deannalder.com.au

transport (Mode Share Targets). This requires significant State and Local infrastructure spending on documented items including:

- New bus station within integrated transit hub, including new pedestrian access,
- Light rail link from Curtin University,
- East-west rapid transit system along Canning Highway,
- "Kiss and ride" facilities for Canning Station Interchange,
- Priority bus lanes and dedicated cycle lanes along Canning Highway,
- Public Transport Boulevards,
- Cycle/walking path networks linking to new bus station.

5. The absence of a Master Services Plan (power, water, communications, gas, sewer, waste etc.). We need to ensure all services can cater for the precinct at maximum planned density or, as a minimum, understand what additional infrastructure is required as the precinct develops. We should not simply leave it to future Governments or ratepayers to 'pick up the tab'.
6. An absence of any public open space. Any precinct that is earmarked for higher density should have a minimum percentage of the area set aside for open community space. Melville City should be required to purchase open space. Currently within the M10 and M15 zones in Applecross and Mt Pleasant, there is a lack of open space and very little room bordering the river. Any variations of additional height/density should require an offset of additional open space.
7. The absence of consideration for other community infrastructure. Can our primary schools cater the demands of an increased population within these precincts? We have one development block already approved for redevelopment in Applecross that will increase the number of dwellings in the entire suburb by over 14%. What other community infrastructure is required to support such an increase in population?
8. The absence of a study determining the impact of awarding substantial building bonuses on all community services, public transport and infrastructure items. Bonuses of this magnitude were never contemplated.

In my opinion, the LPP Bonus Building Height Provisions will not address the community's concerns or provide assurances without the City of Melville identifying what the intended maximum density and maximum height is for the CBACP. Therefore, the City must provide an overarching Master Plan that determines the maximum density and declares the soft and hard infrastructure intention, to ensure the right infrastructure is provided to support such an increase in population. A Master Plan will also provide greater clarity and will simplify the process for developers.

It is for the above concerns that I have raised with you that I feel the LPP Bonus Building Height Provisions should be rejected until an overarching Master Plan, that identifies the maximum density and infrastructure, is provided.

Sincerely,

Dean Nalder MLA
Member for Bateman
6 May 2019

From:	[redacted]
To:	CanningBridge
Cc:	Marten Tieleman; Steve Cope
Subject:	Submission on proposed Local Planning Policy for the Canning Bridge Activity Centre Plan - [redacted]
Date:	Monday, 6 May 2019 3:50:44 PM

Dear Sir/Madam,

I wish to register my strong concern regarding the proposed LPP currently out for public consultation. In its current form it should be rejected as it does not address community concerns with respect to how Council Planners are interpreting the CBACP and will only make matters worse.

In particular, I am strongly opposed to the recommended height bonus of 50% in the M10 zone and 66.7% in the M15 zone. Allowing buildings of 15 storeys or 25 storeys is completely inconsistent with the assurances provided to residents and ratepayers at the time the CBACP was adopted as well as being inconsistent with the overall objectives and principles underlying the CBACP.

Council needs to start again with respect to this LPP and this time start with genuine community consultation before any draft LPP is presented to Council.

Yours sincerely,

[redacted]

[redacted]

From: [redacted]
To: CanningBridge
Subject: Building Heights - [redacted]
Date: Monday, 6 May 2019 4:06:15 PM

To whom it may concern in the Melville Council,

I am appalled at the seemingly autocratic resolutions and decisions of this Council who seem to feel that we ratepayers will accept

their disregard for the M15 and M10 rules which should be the absolute maximum heights of buildings in the Canning Bridge and

adjacent suburb precincts and not the minimum. I am fearful that the same disregard will extend to my suburb of Applecross.

I have no doubt that these self –serving counsellors will be replaced at the next election later this year. Hopefully we will have decision

makers who will look at sufficient rail and bus parking areas in Canning Bridge and provide well thought out mechanisms to allow for

the much increased vehicle numbers to have a smoother egress from the already inadequate existing facilities. It seems to me that this

Council is more concerned at pandering to the developers and not looking after the ratepaying residents of our City.

[redacted] residents, owners and ratepayers

From:	[redacted]
To:	CanningBridge; [redacted]
Cc:	Marten Tieleman; Steve Cope; Cr Nicholas Pazolli; Stephen Kepert; dean.nalder@mp.wa.gov.au; Minister.Saffioti@dpc.wa.gov.au; Minister.Templeman@dpc.wa.gov.au
Subject:	Comments on Proposed Local Planning Policy Canning Bridge Activity Centre Plan
Date:	Monday, 6 May 2019 4:14:39 PM
Attachments:	Local Planning Authority Submission - [redacted].pdf

As per information provided by City of Melville I am providing comment. Please find attached my opposition to the proposed local planning policy (LPP) bonus heights request as sent in correspondence to me on 2/4/2019 which is seeking to "allow and formalise building heights of 25 storeys in the M15 zone and 15 storeys in the M10 zone".

In summary:

- The proposal is a blatant, underhanded move by the City of Melville and does nothing for the ratepayers.
- The proposal ignores the existing Canning Bridge Activity Centre Plan (CBACP) as developed in consultation with City of Melville ratepayers. Currently there appear to be too many individual approvals with no consistency along the way.
- If the amended heights are approved, it opens the way for developers to flout new height restrictions
- City of Melville should be working with, not against ratepayers. City of Melville should not be trying to appease every Developer that wants to get into bed with them. I am concerned at the amount of City of Melville resources being deployed into this venture when ratepayers keep advising they are against the excessive heights. If ratepayers continue to voice objections, is it not time that the City of Melville stops, listens and revaluates priorities as identified by ratepayers on what is important to them, not what is important to potential Developers.
- At the JDAP meeting (Council offices, 7/3/2019), the JDAP Chairperson clearly articulated that the heights noted in the CBACP were MAXIMUM and not minimum heights
- Continued opposition by ratepayers should highlight to Council the many inconsistencies when bonuses are considered.
- What will the increased building heights will do to traffic in the area. With additional commuters in the area, traffic is not likely to be reduced, so what is City of Melville planning when currently traffic can already be congested in pockets.

I continue to advise that I, as a City of Melville ratepayer **DO NOT SUPPORT THE PROPOSED CHANGES**. In light of issues with other Councils in WA and other states, I also question if it is time for the City of Melville's Planning Department (and perhaps the Council itself) to review its focus, as it currently does not appear to align with the voices of City of Melville ratepayers who they ultimately represent. It would be nice to one day be able to trust the City of Melville and the actions they undertake on behalf of ratepayers.

Sending from a work email to ensure I get delivery receipts. I have also included a number of Councillors, Minister Templeman, Minister Saffioti and Dean Nalder MP.

[redacted]

6 May 2019

Attention: City of Melville

Re: Proposed Local Planning Policy - Bonus Building Heights Provisions for the Canning Bridge Activity Centre Plan (CBACP)

As a City of Melville ratepayer, I oppose the proposed local planning policy (LPP) bonus heights request as sent in correspondence to me on 2/4/2019 which is seeking to "allow and formalise building heights of 25 storeys in the M15 zone and 15 storeys in the M10 zone".

This request by City of Melville is a blatant, underhanded move by the City of Melville and does nothing for the ratepayers. Instead, the City of Melville are looking at ways to make it easier for developers to create higher buildings to ultimately increase the number of ratepayers in the area. Council should be investing more time and energy into the existing ratepayers, rather than focussing on potential developers who do not live in the area.

First and foremost, the existing Canning Bridge Activity Centre Plan (CBACP) was developed in consultation with City of Melville ratepayers. As part of this consultation, ratepayers agreed to the designated M10 and M15 heights. If City of Melville deem the CBACP needs amended, then the City of Melville should develop a working party and call for community nominations so that the CBACP can be revised through appropriate channels. In conjunction, maybe it is also time for an independent, external review of the entire Canning Bridge Activity Centre Plan and a deferment of ALL planning approvals while the review is undertaken. Currently there appear to be too many individual approvals with no consistency along the way.

If the amended heights are approved, I am concerned that developers will continue to disregard the new height restrictions and we as ratepayers will have to continually submit objections as further developments are approved. This would then be a drain on the time and capacity of ratepayers to enjoy our lifestyles on and around the banks of the river. In addition, I can only hazard a guess that every new development where ratepayers present objections, raises a sizable financial drain on the City of Melville to counter ratepayer objections.

I should not have to visit the City of Melville website to get a definition of the role of Council but I am concerned City of Melville are forgetting that "Elected Members of Council are voted by residents, to represent our (ratepayer) views and opinions". Elected members are note voted to act on behalf of Developers. Therefore, the Chief Executive and staff who provide information to Council, should also not be working to satisfy potential Developers, but instead the ratepayers. If the City of Melville, including the Chief Executive and staff continue to spend time (including staff wages and resources to make contact with ratepayers) on matters that ratepayers continue to advise is not what we (ratepayers) want, I am concerned at how our finances are being governed. Is it time for a review on this matter also? It is irresponsible of the Council to continue to allocate staff resources attempting to pass buildings that do not meet the CBACP guidelines and the ratepayers have raised objections to? If ratepayers continue to voice objections, is it not time that the City of Melville stops, listens and revaluates priorities as identified by ratepayers on what is important to them, not what is important to potential Developers.

In addition, can I remind the City of Melville that at the JDAP meeting (Council offices, 7/3/2019), the JDAP Chairperson clearly articulated that the heights noted in the CBACP were MAXIMUM and not minimum heights as also noted by the numerous ratepayers objecting to the development on the corner of Forbes and Kishorn. It is unfortunate that City of Melville staff and Developers alike, choose to think these levels are minimum heights that can 'bought' with bonus offerings. In other words, Council appear to be ignoring the CBACP guidelines – to the benefit of developers, yet detriment of ratepayers. Council should be doing more (not less) to promote the CBACP guidelines including the provision of clear guidance to Developers that these are maximum, not minimum heights.

Continued opposition by ratepayers should highlight to Council the many inconsistencies when bonuses are considered - including what constitutes an acceptable bonus with there being no clear process to rate bonuses. While bonuses for 'exemplary community benefits' as promoted by Developers can appear idealistic on paper, in reality I question if they 'can and do get fulfilled' after the developer has left and the building is being managed by a third party trying to keep costs low. Does anyone from Council follow these 'bonuses' up and where they have been omitted, are there repercussions to the builder or third party managing the building? If bonuses are to be applied, the guidelines for what entails a community benefit really needs to be expanded and clarified as it is very apparent from disputes regarding recent development proposals that there is a wide difference of interpretation on what constitutes a 'benefit' between the community, Council and Developers.

In previous correspondence with the City of Melville, I have questioned how will the City of Melville will manage additional costs for services and infrastructure relating to the increased number of residents, including traffic management, water, sewerage, electricity, gas, and waste management if M10 and M15 heights are increased. As a resident, I am particularly concerned at what increased building heights will do to traffic in the area. With additional commuters in the area, traffic is not likely to be reduced, so what is City of Melville planning when currently traffic can already be congested in pockets.

Therefore, with points noted above, I continue to advise that I as a City of Melville ratepayer DO NOT SUPPORT THE PROPOSED CHANGES. In light of issues with other Councils in WA and other states, I also question if it is time for the City of Melville's Planning Department (and perhaps the Council itself) to review its focus, as it currently does not appear to align with the voices of City of Melville ratepayers who they ultimately represent. It would be nice to one day be able to trust the City of Melville and the actions they undertake on behalf of ratepayers.

I sincerely thank the City of Melville for providing a longer lead time for us to provide comment but ultimately believe an external review is warranted before further developments are approved.

[redacted]

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Mayor Russell Aubrey; Cr Matthew Woodall; Cr Nicholas Pazolli; Cr Steve Kepert; Cr Guy Wieland; Cr June Barton; Cr Clive Robartson; Cr Duncan Macphail; Cr Katy Mair; Cr Karen Wheatland; Cr Patricia Phelan; Cr Tim Barling; Cr Nicole Robins
Subject:	Submission on Local Planning Policy - Bonus height provisions for the Canning Bridge Activity Centre Plan
Date:	Monday, 6 May 2019 4:18:45 PM

To whom it may concern,

I would like to take the opportunity to provide my feedback with respect to the proposed local planning policy in respect of bonus height provision in the CBACP.

Firstly, I think it is very important to address the provision of bonus heights and I applaud the City of Melville for undertaking this initiative.

Moving to an assessment of the proposals in the LPP:

- The upper limit of bonus heights as suggested is too great. At the time the CBACP was being introduced the consistent message to ratepayers in initial consultation was that the building heights in M10 would be limited to 10 stories and M15 would be limited to 15 stories. There was minimal if any discussion on bonus heights, or the factors contributing to a bonus height allocation. What has eventuated with the developments to date has been a surprise to the community and caused considerable angst. To have a bonus height entitlement cap of 50% in M10 and 66% in M15 is completely inconsistent with prior community consultation. Either the bonus entitlement should be reduced to a more appropriate number, say 20%, or there is a need for significant community engagement to reconfirm the mandate from residents (this needs to be significantly over and above advertising a proposed LPP). To this end I propose the following amendment to the LPP: A maximum bonus height allocation of 20% for M10 and M15 respectively.

- There needs to be a rethink on what amounts to community benefits. Developers to date have sought to target low hanging benefits like public toilets or bike racks as community benefits but these offer limited actual benefit to the community. Meaningful benefits like public open spaces and community venues (such as libraries, cinemas etc) have not been offered or sought. In addition, the community itself has had little input into defining or reviewing the benefits that are provided. To this end I propose the following amendment to the LPP: Community representation on the approving panel – through attendance/input by elected ward councilors. The ward councilors would liaise with the community to gauge what community benefits are being sought. The ward councilors would also ensure a mix of benefits being provided.

- To ensure that there is an appropriate step down from M10 to H8 or H4 (as the case may be) there should be a limit on the bonus heights being awarded on boundaries between zones. So for example, where M10 adjoins an H4 area there should be no entitlement to bonus stories. Otherwise the starkness of the height differences is too great and the impost of large residential complexes on neighboring family streets to great. To this end I recommend the following: No bonus height entitlement to M10 zone on the boundary of H8 and H4 zones.

- In assessing whether a proposed development is exemplary, the design review panel does not consider the impact of the design on surrounding buildings, the streetscape etc. An assessment of "Exemplary" needs to factor in how a building interacts with its environment – a fundamental requirement of good architecture. To this end I recommend the following: The design review panel be required to consider the interaction of the proposed building with its neighboring properties and the amenity of the street it is located within.

- In assessing bonus heights, consideration of the impact on traffic and parking needs to be considered. Traffic assessments to date have been concerned with the impact of the proposed development against current traffic flows (i.e. a low density environment). The assessments do not consider the traffic implications of other future high density developments. When viewed in isolation the traffic implications of a single development are not significant. However, when viewed as a collective they are. There does not appear to be a mechanism for this in the current framework.

The CBACP can be a transformative project, however, to achieve this two things are needed:

- The scale of development needs to be appropriate and not overwhelming on local infrastructure or amenity;
- Community benefits needs to be meaningful, diverse, and the subject of an overall strategic vision – rather than a tick the box exercise.

It is my belief that changes are needed to the LPP as drafted to achieve these outcomes.

Kind regards

[redacted]

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Monday, 6 May 2019 4:46:41 PM
Importance: High

Name: [redacted]
Address: [redacted]
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor):
Property Owner / Resident

Comments: We are extremely disappointed with the City of Melville in that it has previously approved building height bonuses for the new apartment buildings located within the Canning Bridge Precinct.

Not only are the new apartment building with the “bonus building height” are proving to be a visual blight to the area but are considered as having a negative impact on the surrounding community.

The increase in traffic has been significant and this is even though the apartment buildings are not all completed or even fully occupied at present. The current traffic has significantly impacted our ability to safely travel to and from our home and the increase of internal traffic via the “rat runs” is and will become more of a safety issue, which is of concern. It is evident that this issues will greatly worsen once all the apartment buildings are all completed and fully occupied.

We would also like to bring to your attention that the Sleat Road / Canning Highway intersection and the Reynolds Road / Canning Highwa intersection have become extremely congested and the existing community living in Mount Pleasant have become grid locked which have also created unsafe road conditions. It is unacceptable that the City is neglecting the impact this is having on our community and in particular our safety. In the event of emergency services such as ambulance, police or fire brigade vehicles trying to travel along these roads to access an emergency their access would be severely impacted. Sleat Road and other intersecting roads are not designed to take the extra vehicle load that apartments will bring to the area and there is no adequate road reservation required to future road upgrades to accommodate the extra vehicle volumes.

The other issue these high rise apartments are creating is an increased demand for street parking which has not been taken into consideration and is not appropriate for a residential area.

We do not believe there are any “Community Benefits” associated with the design and implementation of initiatives proposed by developers such as having 6 star ratings in the design of buildings. These benefits are more inherent for the developer / owner of such development and not the community at large. Initiatives introduced by the various proponents (developers) only benefit their financial outcomes and not the community. The fact is that traffic is and will continue to increase and worsen, the existing environment is significantly compromised by the visual impact these buildings bring to the area and the negative impact they have to the surrounding areas .

It appears that there has been poor planning decisions made and no consideration has been given to the impact this is having on the effected community. It is evident that the existing roads, in the surrounding areas of the Canning Precinct, are already congested and that residents are finding it difficult to exit or enter their suburb and the internal roads are not

coping with the higher volume of traffic nor will they cope in the future given the intensification of densities with a lot more people and living within this area where infrastructure cannot support the extra load.

Based on the proposed Draft Bonus Building Height Policy, we strongly oppose any building height bonus being considered or permitted and urge council to maintain building heights based on the appropriate zoning without any bonus heights being given to both high density buildings or medium/low densities. We do not need more pressure on our existing roads and compromising the safety of our community by adding more levels to apartment buildings and permitting 4 storey buildings south of Helm Street. The reason we purchased our property in Mount Pleasant was as it had low density residential and we do not believe this should be compromised by council.

It is critical that the four Storey height restriction be terminated at Helm Street north and not allowed south of Helm Street. Protecting the integrity of the residential homes south of Helm Street is essential and a height limit should be applied based on the current zonings and not make any zoning changes that permits this higher densities and greater building heights. Not only is council currently creating safety issues with this proposed draft policy but it is a visual blight to the area that should not be allowed.

We will also be seeking council to re-visit the Canning Precinct Structure Plan with a view of amending the plan to reflect a restriction on building heights and that the community benefit bonus text be removed from the Structure Plan so that building heights are kept within the required zoning. This also provides the opportunity to revisit the cut off where four storey is permitted which should be north of Helm Street only and not south of Helm Street.

We strongly believe that council needs to protect its existing community and listen to the concerns raised regarding the points raised above and that no bonus building heights should be approved now and in the future. We ask that council puts a restriction on building heights and does not make any changes that increases heights especially south of Helm Street.

Regards

[redacted]

[redacted]

From: [redacted]
To: CanningBridge
Subject: Proposed Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan
Date: Monday, 6 May 2019 4:57:04 PM

I refer to the above Plan and, as a City of Melville ratepayer for over 40+ years, I wish to express my serious concerns in relation to the above Proposed Policy, based primarily on the apparent short-sighted nature of the policy that will not only impact on quality of life, but also place an enormous burden on the infrastructure of the area, particularly on the ability of arterial roads to accommodate the massive increase in residential traffic.

Performance Assessment of Bonus Items
I will outline below the points needing clarification in this section from my perspective.

In my view, the Policy document is loosely worded in many areas. For example, "the approved 'bonus' will ***aim to establish*** that the bonus height being sought is ***proportional to the benefits offered by the applicant to the community***. *"Assessment will focus on how well a bonus item* ***achieves outcomes****…."*

It would appear that the assessment of outcomes is conducted after the building height "bonus" has been approved and the construction completed. What procedures are in place to ensure that the ***proportional benefits to the community***" are met? In this respect, it would be helpful if you could please clarify the following:

- What determines a "bonus"; and what is the criteria to ensure it is delivered proportional to the benefits offered by the applicant (not required of the applicant)?
- How are the "proportional benefits to the community" defined?
- How can the outcome of a "bonus" be measured in advance when, presumably, assessment is conducted after the high rise building has been completed?

The Policy document states: *The overarching objective is development that maintains consistency with the scale and built form envisaged by the CBACP.*

This suggests to me, at least, that not only can an "applicant offer" some indefinable "benefits to the community" to achieve a "bonus" height, but can also receive additional approval if they meet some "scale of consistency" established by the CBACP. Consistency with what criteria? *How was the Scale of Consistency established and whose decision determined the parameters?*

I find it remarkable that the "applicant" will be given yet another opportunity to develop a case that would enable the maximum building height to be exceeded beyond an already approved "bonus" height. There is nothing in this statement that suggests to me there is a binding commitment if the applicant does not meet the "desired outcome". They simply need to be consistent with some nominal scale of consistency applied by the CBACP that, in itself, is unclear.

Setting aside the Proposed Policy statement, has the City of Melville undertaken any reviews of high density living, particularly South Perth high rise buildings where occupants complain of being "boxed in"?
https://www.watoday.com.au/national/western-australia/south-perth-apartment-loses-1-6m-in-

value-after-being-boxed-in-by-high-rises-20190306-p5127r.html

There are numerous scientific papers written about the need to avoid multiple high rise developments. In my view, we need to be more far-sighted and look for strong evidence to support the density imperative. It has been suggested that too often local councils look to develop land to bolster (or increase) municipal coffers.

[redacted]

6 May 2019

From: [redacted]
To: CanningBridge
Subject: Proposed Planning Policy - Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan
Date: Monday, 6 May 2019 6:15:45 PM

Dear Sirs,

With regard to the above proposal, we would like to comment as follows:-

. Clarification around Performance Assessment of Bonus Items - we agree with.

. Identification of Thresholds to Bonus Height - we feel is reasonable.

. We are not in agreement to making minimum lot sizes bigger to determine access to bonus height

. The main focus should be directed to good design and additional community amenities for the Canning Bridge area

We are regular visitors to Mt. Pleasant as our family reside in the area.

Yours sincerely,

[redacted]

[redacted]

From: [redacted]
To: CanningBridge
Subject: Canning Bridge Height Policy
Date: Monday, 6 May 2019 6:43:44 PM

To whom it may concern,
The Canning Bridge Heights Policy published by the City of Melville proposes to normalise building heights of 25 stories in the M15 zone designated for 15 storey development.

It also proposes to normalise a notional height limit of 15 storeys in the m10 area designated for 10 storeys maximum height.

However, contained in the detail of the document is an exemption for developers to obtain unlimited height bonuses at the direction of the City of Melville.

We find these proposals unacceptable for the following reasons

1 This scale of development was never discussed or envisaged during consultation phase with ratepayers before the plan was adopted

2 If this Was the objective of the city of Melville we consider the City has acted in bad faith when informing ratepayers without revealing these intentions in consultation phase.

3 The process by which the City can declare a design exemplary is considered in isolation by the Design Review panel without any reference to impact on surrounding buildings or infrastructure restrictions.

4 The Mayor of the City of Melville promised "no New York skyline" in his election literature during the consultation phase and offered personal guarantees this would not happen under his administration.

5 This subjective process of deciding levels of community benefit is fundamentally flawed and has resulted in over height developments being supported with very small and spurious community benefits.

Yours faithfully,
[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Cr Nicholas Pazolli; Cr Steve Kepert; minister.saffioti@dpc.wa.gov.au; dean.nalder@mp.wa.gov.au; Marten Tieleman; Steve Cope
Subject:	Comments on the Proposed Local Planning Policy - Canning Bridge Activity Centre Plan
Date:	Monday, 6 May 2019 6:46:33 PM

To Whom it May Concern

The Canning Bridge Draft Height Policy appears to me to be fundamentally flawed as the concessions are substantially inadequate in exchange for additional height approval. They provide additional heights for subjective non quantitative box ticking- not for providing our community with substantive additional benefit.

None of the concessions are required to be available in perpetuity. Concessions such as publicly available bike racks and showers could be 1) easily removed after a small time frame and number only 2 to fit the minimum criteria. Public access to facilities that gain any concession should, if there is to be a cost to the public levied it should be not more than equivalent to the cost that similar nearby facilities charge, ie not priced out of the general public's range and remain accessible once again in perpetuity.

More work needs to be done to define what the community perceives to be public amenity in order to gain additional heights.

I believe the recent development of 22 and 30 storeys have not reflected the message that the council was disseminating when they were seeking public approval for the Canning Bridge Plan. Especially in regard to the current M10 and M15 caps on heights. The mayor and many of our elected representatives seemed to have told us what we want to hear not what is really being planned for the Canning Bridge Area. The small print in the final plan (overlooked by many of us) has been used to developers pockets benefit and not local community benefit.

Regards

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Cr Nicholas Pazolli; Cr Steve Kepert; dean.nalder@mp.wa.gov.au; Minister.Saffioti@dpc.wa.gov.au; Marten Tieleman; Steve Cope; simon.obrien@mp.wa.gov.au
Subject:	Comments and Submission on Proposed Local Planning Policy Canning Bridge Activity Center Plan
Date:	Monday, 6 May 2019 6:50:36 PM

Dear Sirs

I have been told about the proposed modification to the Local Planning Policy regarding bonus building height provisions and changes to zone limits.
I oppose any further indulgences or bonuses being granted to the developers by way of building heights and I submit that the maximum levels currently prescribed for the various zones should not be increased in any way.

I consider the heights approved in respect of the developments going up in Mount Pleasant at present to be contrary to all information previously provided by the Council in the consultation process. The buildings are far higher than I was led to believe would be the case, they are being built right alongside the pavements with no room for trees or landscaping or regard for existing residents. The planners and the developers appear to have disregarded the interests of local residents in relation to overshadowing, loss of daylight, loss of privacy, light and noise pollution, traffic issues, parking issues and general loss of amenity and character of the suburb.

There should be no further changes made, and there should be far tighter controls and stricter adherence to the height limits put in place for the areas zoned for maximum 15 storeys and the areas zoned for maximum 10 storeys.

Kind regards
[redacted]

From: [redacted]
To: CanningBridge
Subject: Proposed Local Planning Policy Canning Bridge Activity Cenre Plan
Date: Monday, 6 May 2019 7:09:51 PM

Why are the original height limits in the area being apparently totally ignored?

Why did you engage in such extensive community consultation and again ignore what was originally envisaged?

Why (with the exception of Cirque) was approval given for such spectacularly ugly buildings? Were any aesthetic criteria considered?

Unless valuable identifiable community benefits relate to a given development (and these should be subject to an independent review body) then the original
height limits should be strictly adhered to.

[redacted]
[redacted]

From: [redacted]
To: CanningBridge
Cc: Marten Tieleman; Steve Cope
Subject: My Thoughts on the Proposed Local Planning Policy Changes - Canning Bridge Activity Centre Plan
Date: Monday, 6 May 2019 7:42:28 PM

The Canning Bridge Draft Height Policy appears to be problematic as I believe that the concessions are substantially inadequate in exchange for additional height approval. They provide for additional heights that are subjective or have questionable benefit for our community.

The Policy needs to adequately define what the meaning of public amenity and community benefit is in order to gain additional heights. This is currently ambiguous or at least appears to be a simple box ticking exercise.

The latest approved buildings under construction of 22 and 30 storeys are in direct contrast to the campaigning by the Mayor and elected members of the Melville Council when they were assuring the public approval of capped building heights under the Canning Bridge Plan. We need an unambiguous set of guidelines which will not be open to subjectivity and will provide clearly defined positive outcomes for the entire community.

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Marten Tieleman; Steve Cope; [redacted]
Subject:	Submission on proposed Local Planning Policy: Bonus Building Height Provisions, for the Canning Bridge Activity Centre Plan
Date:	Monday, 6 May 2019 8:49:42 PM

Dear sir,

I would like to provide the following submission on the proposed local planning policy for Bonus Building Height Provisions, for the Canning Bridge Activity Centre Plan.

I strongly oppose the proposed changes to the Canning Bridge Draft Heights Policy published by the City of Melville to allow and formalise building heights of 25 storeys in the M15 zone and 15 storeys in the M10 zone.

During community consultation, the community was led to believe that the M10 zone meant a general maximum height of 10 storeys and M15 zone meant a general maximum height of 15 storeys, with only a small and limited bonus for further community benefits. The strongly negative local community response to recent applications for development of 16 and 20 storey developments in the M10 zone confirms that M10 equals 10 storeys maximum is what the community was promised and wanted.

In addition, I feel that the number of additional storeys that the City of Melville has been pushing to grant to developer applications is too much and does not take into account what the local infrastructure can support, in terms of water, sewage, electricity as well as parking spaces and traffic along Kintail and Sleat Roads. Kintail and Sleat Road exits to Canning Highway are already very congested in the mornings during peak hours, and daily parking from the office areas on First Avenue and Sleat consistently spills over on Kishorn Road up to Fourth Avenue. I do not feel that we can accomodate so many more residents in those developments without major improvements in these areas.

The guidelines for what entails a community benefit also need to be expanded and clarified as there is a wide difference of interpretation between what the community considers to be of benefit and that of the developers.

Due to the above reasons, I strongly oppose the proposed changes. I actually feel that changes should be made to the policy to lock in a hard maximum of 10 stories in the M10 zone and a hard maximum 15 stories in the M15 zone, which is what the local community wants.

Thank you. If possible, please reply to let us know that our submission has been accepted.

Regards,

[redacted]

Virus-free. www.avast.com

From: [redacted]
To: CanningBridge
Cc: CanningBridge; Cr Steve Kepert; nicholas.pazzolli@melvlle.wa.gov.au
Subject: Comments on proposed local planning policy canning bridge activity centre plan
Date: Monday, 6 May 2019 9:22:29 PM
Attachments: image001.png
Importance: High

[redacted]

To Melville City Council

I am writing to you to put forward my thoughts on the Canning Bridge development in the Mount Pleasant zone.

In 2011 my wife and I purchased a block in Mount Pleasant and subsequently built our 'dream home' and have been fortunate enough to be able to call this wonderful suburb 'home' with our two young children for four years.

When we purchased the block we were concerned with the proposed "Canning Bridge Development" however after speaking to people within the industry, the council, neighbours and reading the information released on the Melville council website we were quite happy to progress with building our home and living there for an extended period of time... hopefully forever!

We considered ourselves "younger residents" at the time and were quite supportive of development and the need to increase population density in the area as well as being positive with the amenities the development would provide.

With the initial approvals, zoning and building height restrictions we built our home believing that this was a decision of maximum height for a particular zoned area. As time has lapsed and construction has commenced it is evident that the information given at the time is very different to reality surrounding us today and with further proposed changes my level of support for this has waned considerably as I feel betrayed as a rate payer especially as assurances were given during the community consultation process on height limits.

I have the same concerns of other ratepayers of increased traffic, increased travel times, noise from the construction site, roads temporarily closed, and our streets being used as parking lots for the numerous tradesmen however I know this is part of the cause.

I do however feel very strongly that the four-storey height restriction be terminated at Helm Street north and not allowed south of Helm Street. This would help protect the integrity of our homes, keep the neighbourhood 'feel' the suburb has. I believe a height limit should be applied based on the current zonings and not make any zoning changes that permits this higher densities and greater building heights.

I ask that council puts a restriction on building heights and does not make any changes that increases heights especially south of Helm Street.

Thank you for your consideration,

Regards,
[redacted]

[redacted]

6th May 2019

City of Melville
Strategic Urban Planning
Via Email
canningbridge@melville.wa.gov.au

Dear Sir or Madam

Comments on proposed Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan ("CBACP")

Thank you for your letter inviting comment.

The CBACP taken with Design WA and normal planning processes allows for excellent building outcomes as it is and provides for necessary density infill away from the great majority of residential Applecross and Mount Pleasant.

Further

1. Restricting height at 3.2m per floor doesn't work for commercial applications, parking or podium levels and prevents good design outcomes for premium residential dwellings.
2. Attempting to restrict height in floors or metres generally doesn't allow for good design outcomes such as attractive buildings of differing height and design with view corridors and green spaces, rather it provides risks in terms of ugly squat flats being built side by side.
3. Putting unnecessary additional costs and time consuming hurdles on projects as is likely outcome indicated by many of the points in the draft policy, for example 6 star green star rating apparently don't exist in large scale apartments to our knowledge.
4. Council should continue to encourage development away from battle axe type division of suburban Applecross and Mount Pleasant and focus on high density along and close to Canning Highway, with height not being a focus given there are already 5 towers of 20 to 30 floors approved in the CBACP area. Whether a building is 15, 30 or 45 stories it is tall by Old Perth standards.
5. Seek good design outcomes in accordance with the CBACP, Design WA and normal planning processes.
6. Seek state and federal action and funding to address Canning highway, Canning bridge upgrades to support the long planned CBACP and public transport and road use modelling that was taken into account during the CBACP development process.

Yours sincerely

[redacted]

[redacted]

6th May 2019

City of Melville
Strategic Urban Planning
Via Email
canningbridge@melville.wa.gov.au

Dear Sir or Madam

Comments on proposed Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan ("CBACP")

Thank you for your letter inviting comment.

The CBACP taken with Design WA and normal planning processes allows for excellent building outcomes as it is and provides for necessary density infill away from the great majority of residential Applecross and Mount Pleasant.

Further

1. Restricting height at 3.2m per floor doesn't work for commercial applications, parking or podium levels and prevents good design outcomes for premium residential dwellings.
2. Attempting to restrict height in floors or metres generally doesn't allow for good design outcomes such as attractive buildings of differing height and design with view corridors and green spaces, rather it provides risks in terms of ugly squat flats being built side by side.
3. Putting unnecessary additional costs and time consuming hurdles on projects as is likely outcome indicated by many of the points in the draft policy, for example 6 star green star rating apparently don't exist in large scale apartments to our knowledge.
4. Council should continue to encourage development away from battle axe type division of suburban Applecross and Mount Pleasant and focus on high density along and close to Canning Highway, with height not being a focus given there are already 5 towers of 20 to 30 floors approved in the CBACP area. Whether a building is 15, 30 or 45 stories it is tall by Old Perth standards.
5. Seek good design outcomes in accordance with the CBACP, Design WA and normal planning processes.
6. Seek state and federal action and funding to address Canning highway, Canning bridge upgrades to support the long planned CBACP and public transport and road use modelling that was taken into account during the CBACP development process.

Yours sincerely

[redacted]

[redacted]

6th May 2019

City of Melville
Strategic Urban Planning
Via Email
canningbridge@melville.wa.gov.au

Dear Sir or Madam

Comments on proposed Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan ("CBACP")

Thank you for your letter inviting comment.

The CBACP taken with Design WA and normal planning processes allows for excellent building outcomes as it is and provides for necessary density infill away from the great majority of residential Applecross and Mount Pleasant.

Further

1. Restricting height at 3.2m per floor doesn't work for commercial applications, parking or podium levels and prevents good design outcomes for premium residential dwellings.
2. Attempting to restrict height in floors or metres generally doesn't allow for good design outcomes such as attractive buildings of differing height and design with view corridors and green spaces, rather it provides risks in terms of ugly squat flats being built side by side.
3. Putting unnecessary additional costs and time consuming hurdles on projects as is likely outcome indicated by many of the points in the draft policy, for example 6 star green star rating apparently don't exist in large scale apartments to our knowledge.
4. Council should continue to encourage development away from battle axe type division of suburban Applecross and Mount Pleasant and focus on high density along and close to Canning Highway, with height not being a focus given there are already 5 towers of 20 to 30 floors approved in the CBACP area. Whether a building is 15, 30 or 45 stories it is tall by Old Perth standards.
5. Seek good design outcomes in accordance with the CBACP, Design WA and normal planning processes.
6. Seek state and federal action and funding to address Canning highway, Canning bridge upgrades to support the long planned CBACP and public transport and road use modelling that was taken into account during the CBACP development process.

Yours sincerely

[redacted]

From: [redacted]
To: CanningBridge
Subject: SUBMISSION AGAINST CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP) - LOCAL PLANNING POLICY (LPP) – BONUS BUILDING HEIGHT PROVISIONS
Date: Monday, 6 May 2019 10:51:15 PM

> Submission against Local Planning Policy Bonus Building Height Provisions.
>
> I strongly object to the proposed LPP Bonus Building Height Provisions
> for the following reasons:
>
> 1. Building heights was a major community concern during the community
> consultation process forming the basis of the CBACP, and remains a
> major community concern.
>
> 2. Providing bonuses of 50% and 66% resets the agreed H10 and H15
> building height limits to heights exceeding the intention of the CBACP
> without community consultation.
>
> 3. The proposed LPP, if approved could be used as precedent to bypass
> community consultation in other important policy areas.
>
>
> Yours Sincerely [redacted]

[redacted]

[redacted]

6th May 2019

City of Melville
Strategic Urban Planning
Via Email
canningbridge@melville.wa.gov.au

Dear Sir or Madam

Comments on proposed Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan ("CBACP")

Thank you for your letter inviting comment.

The CBACP taken with Design WA and normal planning processes allows for excellent building outcomes as it is and provides for necessary density infill away from the great majority of residential Applecross and Mount Pleasant.

Further

1. Restricting height at 3.2m per floor doesn't work for commercial applications, parking or podium levels and prevents good design outcomes for premium residential dwellings.
2. Attempting to restrict height in floors or metres generally doesn't allow for good design outcomes such as attractive buildings of differing height and design with view corridors and green spaces, rather it provides risks in terms of ugly squat flats being built side by side.
3. Putting unnecessary additional costs and time consuming hurdles on projects as is likely outcome indicated by many of the points in the draft policy, for example 6 star green star rating apparently don't exist in large scale apartments to our knowledge.
4. Council should continue to encourage development away from battle axe type division of suburban Applecross and Mount Pleasant and focus on high density along and close to Canning Highway, with height not being a focus given there are already 5 towers of 20 to 30 floors approved in the CBACP area. Whether a building is 15, 30 or 45 stories it is tall by Old Perth standards.
5. Seek good design outcomes in accordance with the CBACP, Design WA and normal planning processes.
6. Seek state and federal action and funding to address Canning highway, Canning bridge upgrades to support the long planned CBACP and public transport and road use modelling that was taken into account during the CBACP development process.

Yours sincerely

[redacted]

Submission in relation to developments and planning policy at Canning Bridge precinct.

I have been living in [redacted] since 2005. I write to oppose any change to the maximum levels of 10 storeys for M10 zones and 15 storeys for M15 zones. I am dismayed at the recent developments, which appear to be contrary to the information previously provided by the Melville Council about the proposed development. In particular:

1 The buildings which have been approved and are in various stages of being built are far higher than was contemplated. The additional height comes at a considerable detrimental impact on the surrounding homes and apartment buildings. Natural light is blocked or shaded out far earlier than it should be, solar systems and gardens are adversely impacted, and no consideration is being given to lessening these impacts. There is a general loss of privacy, with multitudes of apartments overlooking the existing residents and there is already light pollution being experienced at night.

2 Trees are being lost and not replaced. The buildings are rising up from the pavement level, with no adequate set back, creating imposing structures on the suburb and giving a closed in feel to the area and leaving some residents to be faced with enormous ugly grey walls as their outlook. The amenity of the suburb is being lost. The Council assured residents that building heights would not be increased without there being a direct benefit to the community. As a long term resident, I do not see any benefit from these tall buildings for the existing residents of Mount Pleasant, while the negative impacts are obvious.

3 There has been no adequate explanation or detail provided in any of the consultation processes or advertising of the proposed precinct about how the additional traffic will be managed. I have already noted a marked increase in traffic noise, to the extent that I can no longer sit on my verandah during peak times. There is also an increase in through traffic on The Esplanade, which will further increase when the cars from the Precinct enter from and exit onto Sleat street close to that already busy and dangerous corner of Canning Highway and Sleat street. The existing roads and parking cannot cope with the existing conditions, and this is before the projected hundreds of new apartments become occupied. Please don't tell me the apartment residents will all use public transport; while some will some of the time, most will not, and there can be no argument that the new apartment buildings will bring considerably more vehicles and more traffic and more demands for parking. Until this issue is satisfactorily addressed, there should be no concessions on the existing height guidelines and the planning authorities should be given no discretion to allow variations or increases to the existing height levels, that is, ten storeys for zone M10- and 15 storeys for M15.

4 I have watched the developments going up with a growing realisation that the interests of the residents of Mount Pleasant are not being considered in the planning process, despite the assurances given that they would be. The heights approved to date are already out of all context to the existing homes and the existing apartment buildings, and the graduated height levels which were to be part of the precinct appear to have been ignored.

5 I strongly submit that there should be no further changes to the existing height levels, and that there should be no modifications in favour of the developers. In fact I submit there should be a review of the indulgences and bonuses being given to developers in light of the adverse impact on the residents of Mount Pleasant. I accept with development and renewal of areas, there will always be competing interests. However, it appears from what has been approved that the interests of the developers have been favoured at the expense of the suburb, and its residents.

6 I oppose any modifications or changes which will have the effect of allowing 15 storeys to be erected in the M10 zone and 25 storeys to be erected in the M15 zone.

[redacted]

From: [redacted]
To: CanningBridge
Cc: [redacted]"; david.templeman@mp.wa.gov.au; Cr Steve Kepert; "nicholas.pazzolli@melville.wa.gov.au"
Subject: RE: Comments on the Bonus Building Height Provisons for the CBAC Plan
Date: Tuesday, 7 May 2019 9:33:02 AM

Dear Sir

Further to my previous submission (below) I would like to add the following in support of the review of the Plan as I feel that I did not address the personal impact on these excessive and uncoordinated developments. The toll on our personal, emotional and financial well being is huge:

1. With the construction of the "Precinct" aka locally as the Penitentiary due to the concrete walls, it is not possible to spend any quality time outside without being bombarded with construction noise. A breakfast or lunch time BBQ is simply out of the question. If, as the developers would have it, the adjacent block on Ogilvie Road is approved for another high rise, we can look forward to this going on for up to 10 years.
2. The concurrent disruption to access to our homes is considerable as has been detailed in mine and other submissions. With no transport plan in place, as was required by Council, traffic congestion that is already severe will worsen and will not be helped by the Woolworths development at the next intersection. I simply cannot see any foresight in the planning process. For example the relocation of the bus stop on Canning Highway from the West side of Sleat to the East side causes blockages across the intersection when a bus is parked there. There is no need for this stop given that there is another one a mere 400m further to the east, but it is another example of a lack of planning within council processes.
3. We live in a nominal 8 storey zone, so the possible construction of 8 story buildings on either side of what was to be our "forever" home doesn't bear thinking about. It causes emotional stress and the financial penalty of having a "stranded" asset, when I worked for over 50 years to afford such a house, is enormous.
4. The zoning boundaries seem to have been decided on an ad hoc basis with scant regard for the dwellings that sit on those boundaries. I would have thought boundaries should have been along street lines, eg, Helm Street, rather than running through the centre of a block of houses as is the case in Ogilvie Road between Helm and Rookwood. Again I can imagine an 8 story building adjacent to some single story units which would be disastrous for those residents. Already Real Estate agents are circling with the intent of making that happen.

I repeat my early submission that Council has given no regard to the well being of the existing residents (= ratepayers who pay council salaries) and it makes a mockery of the stated Melville Council Vision:

Our Vision Statement

'Working together to achieve community wellbeing for today and tomorrow.'
The Council's desired outcome for the City of Melville:
The City of Melville is a vibrant, diversified, healthy, safe and well connected community, living in a place of natural beauty and high amenity that will be maintained for future generations while evolving to meet the challenges of increasing population and ensuring sustained economic prosperity.

The developments at Canning Bridge fail these noble objectives on most counts, particularly "Working together to achieve community wellbeing for today and tomorrow" and as for enhancing natural beauty, I see the opposite happening.

I do hope you will take notice of what I have said in my submissions and try to get some sanity back into the planning process or perhaps you might suggest what action I should take in my circumstances?

Yours sincerely

[redacted]

From: [redacted]]
Sent: Thursday, 2 May 2019 9:33 AM
To: 'canningbridge@melville.wa.gov.au'
Cc: 'david.templeman@mp.wa.gov.au'
Subject: Comments on the Bonus Building Height Provisons for the CBAC Plan

Dear Sir

In response to your invitation of 2nd April 2019 to comment on the proposed Local Planning Policy – Bonus Building Height Provisions For the Canning Bridge Activity Centre Plan I make the following comments:

1. This seems to be a case of shutting the gate after the horse has bolted now that we have over height buildings already approved and under construction. These buildings do not satisfy many of your existing or proposed amendments in the policy, so I presume there is little you can do in retrospect to gain compliance. I can only surmise that this review is in response to the mass of negative comments from the immediate Canning precinct ratepayers now that we see what is being inflicted upon us.
2. The building on the corner of Sleat and Canning was granted 16 (?) bonus stories for what I believe to be miniscule "public benefits" that are nowhere near the current requirements or those proposed in your draft document. I would appreciate a review of the process that was carried out when those bonus stories were granted and see why it went so wrong. Was it simply negligence or was there some other nefarious reason? One issue that stands out is the lack of footpath clearance between the building and the road. With traffic accelerating westward and uphill towards the Sleat intersection, there is no safe space in the event of even a minor collision. I shudder to think what will inevitably befall a cyclist riding up that road. In addition, the carpark entrance to the building is just around the corner in Sleat, so I can see the situation when a car speeds around the corner on an orange light just as a tenant leaves the carpark.
3. I have made a number of submissions to council re this plan and attended information sessions and while my submissions were acknowledged with appropriate platitudes, there was no subsequent action or follow up with any achievements.

4. The Melville planning and approval process seems to be ad hoc and contrary to publicly stated policies. It is clearly failing at best and at worst being ignored at the whim of whomever decides these matters.

Regarding the actual draft plan, my thoughts are as follows:

1. The CBACP should be immediately and analytically reviewed to see if the original intent has been complied with. In the meantime, there should be a moratorium on new high rise development approvals. Certainly there should be an embargo on "bonus" stories as the system has clearly failed.
2. Approvals will then be given subject to the modified plan, for bonus stories, but the community benefits must be real and financially demonstrable, ie, the benefits must be able to be quantified and audited after construction, with severe penalties for any transgressions. I would implement a $$ amount of expenditure for such benefits at, say, 10% of the cost of construction of the additional stories.
3. There was only cursory mention of the effect on the living standards of local ratepayers while these high rise buildings are being constructed. The disruption to what used to be a very pleasurable life style is considerable so that I would like to see a 25% reduction in council rates for those residents within, say, 4 blocks of any development, and the shortfall in Council rate collections to be paid by the developer. The developer should also be required to rent parking for their employees to remove the traffic hazards created by employees parking anywhere they can. Our parking inspectors should issue fines to the developers for the workers who transgress. The additional heights of buildings increases the noise levels to local ratepayers. The higher the building, the more direct the noise levels during construction which adds further support to my recommended rate reduction.

I do believe that with the increased population density and with scant regard to road safety, there will be an increase in the number of accidents and consequential injuries. I can recall three occasions when a driver has turned right into Canning Highway and driven through the boundary wall of the Canning Bridge Motel. I am concerned about the consequences of a repeat process when someone travelling south into Sleat from Canning rolls into the bottom floor of the new building. It will happen; it's only a matter of time!

I ask you to give this, and all other submissions, especially Mr Nalders', serious consideration because I can see very major problems in this area if the current developments are left unchecked. I can be contacted by phone or e-mail at any time if you want further clarification on any of the points that I have raised.

You will understand my frustration at noting getting the least amount of satisfaction from Council regrading this matter. It feels like I am talking to a brick wall, so I have taken the choice to cc this missive to The Hon David Templeman, The State minster for local councils, to see if I can elicit a response from that quarter.

Yours sincerely

[redacted]

[redacted]

I would like to provide my feedback in relation to the proposed bonus building height provisions for the Canning Bridge Activity Centre Plan.

Firstly, I would like to note that for the purpose of statistical reporting on the results of the consultation process, this submission strongly opposes the proposed provisions in their current form and feel that the threshold for the provision of bonus heights falls well short of a standard that would be reasonably commensurate with the value received by the developers from the award of bonus heights.

Furthermore, I would like to note that the approval of significant height bonuses is inconsistent with the basis upon which the original community consultation on the Canning Bridge Precinct Development (CBPD) plan was undertaken. In essence, the community was misled in the initial consultation process as to the scale and form of the ultimate development. The bonus heights were never contemplated in the initial consultation process, but rather they were introduced through fine print in the final plan.

Proposed provisions

Having said that, I believe that if these provisions were strengthened and made quantifiable, the threshold for awarding bonus heights increased significantly and the process implemented correctly, there could be a significant community benefit from awarding bonus heights *in some circumstances*. The availability of bonus heights could be used to ensure the CBPD results in a truly vibrant and active community. However, the provisions as they are currently proposed are nowhere near stringent enough to achieve this benefit for the community (despite the wording used in the introductory sections to the draft provisions). Personally, I feel that 'giving away' the bonus heights in this way represents a significant lost opportunity for the council. The bonus height allowances could be leveraged to ensure the creation of a true community in the CBPD area, but while requiring developers to provide a certain number of community benefits is a sound principle, the current proposals are highly subjective, easily open to manipulation and the quantum of benefit developers are required to provide appears to fall well short of what they could potentially achieve.

In determining bonus heights, the approval criteria should sit firmly around the value developers will provide to the community as a whole. Developers are, in many cases, able to achieve in excess of a 50% increase in the value of their land through the use of these bonus height provisions. A significant proportion of this value should be returned to the community through the provision of true community facilities and in my view, the proposed provisions has no way of measuring, nor achieving this.

We should not give away the amenity of the Canning Bridge precinct to suit developer's desires for greater profits. The council has the responsibility of ensuring that the residents are considered and the amenity of the area not only protected, but greatly enhanced. There is a lot of potential in the development of the precinct, but unless a coordinated effort is put in place to design it as a whole community in the early phases, rather than just allowing developers to do the bare minimum, it will simple end up a mass of high-rise buildings with no community feel or functionality.

In this regard, my general comments on the provisions of the proposal are:

1) *Developments should not be considered in isolation*: Awarding bonus heights for a building's 'exemplary design' should never be considered in isolation. While I understand the complexities involved in considering coordinated design of the area when there are multiple property owners all with different development timeframes, any consideration of bonus height provisions needs

to take into account the impact on existing buildings and whether or not it complements potential future developments on those sites. While there is some mention of doing that in the provisions, it appears to be very limited.

2) *Criteria for bonus heights should be quantifiable*: Notwithstanding that the proposal requires four provisions of Element 22 to be met, the decision as to whether those provisions have been met could be extremely subjective, as noted in further detail later in this submission. Some form of *independent* and *quantitative* determination of the value received by the community from each aspect of the design should be undertaken – perhaps with the determination of bonus heights being made not by meeting a set number of criteria, but rather by a threshold of returning a certain percentage of the increased profit margin from the bonus heights to the community. Simply meeting an arbitrary four of the provisions (or six for further height bonuses) is not appropriate and is well and truly open to manipulation.

3) *Threshold is too low for both the 'first level' of bonus heights and the potentially unlimited height bonuses:* Meeting only four of the Element 22 criteria for a 50% or 66.7% increase in allowable building height is a very low bar which can be met without providing much meaningful community benefit. Furthermore, the threshold for heights exceeding this is similarly inadequate. In essence, despite saying in the introductory section of the provisions that bonus heights are not the norm, the proposed provisions are doing exactly that. As the provisions currently read, developers can meet four relatively low hurdles to get an extra 5 or 10 stories, and then essentially, meeting two more criteria will give them potentially unlimited height bonuses in excess of even this (albeit that there are other criteria such as the 6 star green rating which, while admirable and certainly a great selling point in marketing their buildings, should still sets a low bar when you are considering potentially unlimited height bonuses). The provision of bonus heights to this extent was never contemplated in the original CBPD design and to extend the development this much without an entirely independent review of the process is, in my mind, completely against the philosophy of the CPBD and more importantly, is focused on the interests of developers, rather than ratepayers.

4) *No 'credit' for features designed predominantly for building residents or as a profit making enterprise conducted in the building*: Aspects of a building which are primarily features designed to appeal to purchasers of the building (such as green star ratings, rooftop gardens, recreational facilities, community spaces that are primarily designed for residents) should NOT be used to assess 'benefit' for the purpose of awarding bonus heights. Similarly, profitable enterprises the developers choose to conduct in the building (such as commercial car bay leasing, commercial office space rentals etc..) should not be something for which developers are awarded bonus heights.

5) *Past approvals should not be indicative of the threshold for future approvals*: Proponents of the bonus heights being awarded are attempting to use the buildings which have been approved so far as a benchmark. I would like to submit that this should *never* be a consideration or a comparison as the benchmark for 'community benefit' set to date appears to be woefully

inadequate. So far, developers have been exploiting the bonus height allowances, to the detriment of the community and this cannot be allowed to continue.

While the summary information sheet suggests that bonus height approvals will be "proportional to the benefits offered by the applicant to the community" – when you delve into the specific provisions, there appears to be no quantitative measure to ensure this is actually the case and I am strongly concerned that the past pattern of granting bonus heights for very little community amenity will continue.

Outlined in the annexure are my comments on some of the specific provisions of the proposal.

Other

In summarizing and publishing the feedback, it would be valuable if the council can separate feedback of ratepayers from those of developers, as developers are naturally more inclined to undertake a concerted effort to provide feedback supporting the proposals. In this regard, it was particularly noteworthy that the 'information sheet' provided with the proposed provisions painted the proposals in a much better light that when the underlying proposals were separately considered and many residents simply do not have the time to fully delve into the details, whereas the developers do.

In this regard, it was noticeable that the manner in which the feedback on the proposed changes to the H4 zone were communicated were somewhat misleading as it was touted as "87% support high rise", when in fact the support/lack of support for 4 stories was not the subject of that consultation, but rather the consultation surrounded specific provisions in an area that was already zoned 4 stories. It would be disappointing if the results of this consultation process were similarly misleading.

One other point I would like to make is that many people have used New York as a comparative to sell the CBPD to the community (along the lines of 'we won't be like New York'). However, despite New York's high population density and predominantly high rise living, there are many features which have significantly enhanced the livability of the city and features such as these do not yet appear to have been incorporated into the CBPD plan in a meaningful way (based upon building approvals granted to date). By way of example;

- Building setbacks from the street: in more residential areas such as the Upper West Side, high rise buildings are setback a significant way from the street, allowing more natural light to flow into the buildings and on the street, providing a wide sidewalk area which allows for both easy pedestrian movement and a vibrant community feel through the presence of restaurants with outdoor seating areas abutting the sidewalk, the space for food carts, community displays etc.. So far, the CBPD area does not appear to incorporate these features in any meaningful way.
- There are many community facilities located among the high rises including many large and small open public seating areas, indoor public spaces for community use and community plazas/squares.
- The relatively significant number of mature street trees (retention of existing mature trees should be a compulsory requirement of any CBPD building approval).
- High quality public transport infrastructure.

I am not against the CBPD and I agree with some of the principles behind these proposals, but the execution appears to be falling way short of a reasonable standard. My key desire is that the council and council staff consider the *community first* in any building approvals. As the current proposals read, it

appears developers are coming first, by a long way. These provisions should not be used as a method by which 'height-creep' can be introduced, but rather the provision of bonus heights should be used as a means of achieving benefits for the community that will ensure the creation of a vibrant community in a way that a series of independent and insular buildings cannot.

Kind regards,

[redacted]

Annexure

Outlined below are my comments on some of the specific provisions of the proposal:

1) ***21.4.3 A traffic statement is submitted showing that additional floorspace allowed will not unduly impact on the surrounding centre***

Such a traffic management analysis should be obtained via an independent third party engaged by the council with the developer bearing the cost. Traffic management plans commissioned by the developer themselves are likely to be swayed towards the outcome the developer wishes to convey.

2) ***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***

While the principles of this criteria are good, including the requirement that the area be maintained in perpetuity, the criteria does not appear to ensure that the public amenity provide is of any meaningful size or functionality. As it currently reads, simply putting a bench out the front of the building, or a flowerbed with a seating space, could be considered to have met this criteria. Street frontage is one major way in which community amenity of the CBPD area can be maintained and this criteria should ensure that the areas provided are functional, rather than simply being something achieved to tick the box for the bonus heights. I suspect this will be one of the primary criteria manipulated by developers to argue that some trees and landscaping that they would have done anyway, allows them to meet one of the criteria of element 22. Rather than "contributing to the character of the centre", to meet this criteria developers should be required to provide a functional and aesthetic community area.

3) ***22.1.2 Provision of landscaped spaces and/or other facilities accessible to the public such as roof top and/or podium level gardens and/or incidental recreation spaces and/or equipment and entertainment facilities such as roof top cinema -***

These sorts of facilities are likely to be features included in large developments for the primary purpose of appealing to potential purchasers/residents. It is important that if such features are used in order to meet a criteria for attaining height bonuses, that the primary intent of the amenities is considered before such amenities can be considered as meeting one of the design criteria. Is this predominantly a feature for building residents, with access to the public essentially an after-thought in order to meet one of the four 'ticks' for bonus heights? Is this provided free to the public? Or are they just going to have facilities like a basketball court and gym which they would have for the building anyway, make this available to the public for a fee and then claim that it is community amenity? Notwithstanding the requirement that 'suitable evidence is provided with respect to the arrangements to secure the ongoing accessibility and acceptable levels of maintenance to the space… over the life of the development', can it truly be guaranteed that access to

rooftop and podium gardens is going to be guaranteed in perpetuity? In reality, a couple of years after construction will it be argued that the public are causing problems and public access closed?

4) 22.1.3 Provision of public facilities such as toilets, showers and sheltered bike storage

While an admirable feature, for developers to be able to put in a couple of bike racks or toilets and then meet a quarter of the key requirements for bonus heights seems extremely lenient. The council has a one-time opportunity to truly leverage some significant benefits for the community and the dynamics of the CBPD by awarding these bonus heights. Simply giving it away for small, token features such as this is ridiculous. The threshold should be much higher.

5) 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 organization.

I think this is a fantastic idea (though suspect I may be in the minority), however one point I would like to mention would to be to include a criteria to ensure that tenants in the affordable housing are afforded respect in the housing that is available to them. Having seen a couple of buildings on the Upper West Side in New York where non-market rate tenants were treated differently to market-rate tenants (separate entrances in one building, unable to access amenities even if paying a separate fee etc..) it would be good if there was a way to ensure that it not the case here – ie that the apartments are not readily distinguishable from market rate apartments and access to building amenities are available to all residents regardless of ownership status. It will also be important to ensure that the quantum of affordable housing provided to meet this criteria is reasonable, having regard to the type and quality of the accommodation provided. Again, as with almost every provision in this proposal, there is no means by which the benefit provided by developers can be quantified and it would be likely that this provision is open to manipulation.

6) 22.1.6 Provision of view corridors and/or mid-winter sunlight into adjacent properties, particularly where public spaces are provided.

Surely such features should be a basic pre-requisite of *any* building approval in the area, not one that entitles them to bonus heights?

7) 22.1.7 Provision of community, communal and/or commercial meeting facilities.

This provision is wide open to manipulation by developers. While providing community meeting facilities is admirable, the provisions do not ensure that any meaningful benefit is actually provided to the community. There is no requirement in the provisions that these are provided to community groups at a reasonable rate for example. Offering the building's playroom (installed for the predominant purpose of appealing to potential apartment purchasers) to local playgroups for $1,000 a session would technically meet this requirement. Similarly, there is no requirement that the space be available for a reasonable amount of time - so offering the building's common area to a local scout group for half an hour a week would also meet this requirement. The provision of a dedicated community facility, available for free or at a nominal charge to cover operating costs only, would be a much more reasonable premise for the provision than the ones currently proposed.

The second and third tranches of this provision are even more open to exploitation.

'*Communal – a meeting space used for commercial or non-commercial purposes for use predominantly by residents or occupants of the building or site, with opportunity for use by the general public.'* – This would allow a developer to claim that a building's communal entertaining area would provide it with one of the four 'ticks' for bonus heights if they put a sign up that says 'available for hire to public', even if the hire rates are

prohibitively high or the times it is available for hire are in effect useless to the public. Regardless, any facility provided predominantly for the benefit of residents (and therefore for the profit of the developer through apartment sales) should not be used as a criteria for achieving bonus heights, regardless of whether the developer also rents these facilities to the public for extra income.

Commercial – a meeting space available for use short term or long term by any entity for commercial Purposes – Again, developers will essentially be allowed to obtain bonus heights simply for choosing to implement their own profit-making enterprises such as running a business of letting shared working spaces. There needs to be a *genuine* community benefit from facilities if they are going to be used for the purpose of meeting bonus height criteria. Instead, to meet this criteria, developers should be required to provide something more akin to a ground level public meeting space which is freely available to the public (and perhaps the operating costs of which could be offset by having a coffee bar inside) or anything which provides comparable community benefit.

8) ***22.1.10 Where development is located adjacent to Canning Highway and where road widening is required; the applicant proposes to cede land free of charge to the State of Western Australia for the purposes of road widening.***

While the general principle of this provision is good, I would hope that this provision will be interpreted to ensure that developers only be allowed to meet this criteria where it is actually feasible/likely that the land in question will actually be used for that purpose in the future. As many developments are already being constructed very close to the existing highway, I would suspect that in many parts it will not be feasible to widen Canning Highway, so for adjacent buildings to offer land to meet this criteria, knowing it will never be needed, would not be reasonable. Furthermore, it is important that if land is used to meet this criteria, that it is not also used to meet another criteria (such as 'active street frontages') as the ultimate use of land for road widening would mean the loss of that community amenity.

9) ***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***

Again, while the provision for car parking is a positive feature as car parking is likely to be an enormous issue in the CBPD area, this could easily be implemented by the developer in such a way as to offer minimal community benefit. As with almost every provision in these proposals, this needs to be strengthened, with some means for quantitative analysis of the community benefit ascertained. Notwithstanding that the provision requires that "*The number of car parking spaces provided responds to community needs whilst being of sufficient magnitude to ensure efficient ongoing management*", this could still allow a developer to achieve bonus heights through the operation of a profitable commercial car bay leasing enterprise, or simply having 5 bays available to the public with a parking machine next to them. The way the provisions are currently worded, this could result in an exceedingly low threshold for awarding bonus heights.

Furthermore, the provision's option for ceding ownership of the bays to the council represents a potential conflict of interest in the approvals process.

Another relevant issue is the fact that the provisions do not seem to have any measures in place to ensure there is no effective 'double counting' of parking in the building and that the development will provide the same number of visitor bays as they would have if the public parking bays had not been available, rather than using the public parking bays in working out how many visitor bays they would like to incorporate into their development.

From: [redacted]
To: CanningBridge
Cc: [redacted]
Subject: Canning Bridge Activity Centre Plan
Date: Tuesday, 7 May 2019 11:12:56 AM

Dear Gavin,

Thank you for your correspondence dated 2nd April 2019.

In reply can I just say the proposed changes strike me as being very anti-development. Especially the increased lot sizes for M10 and M15 zoning. I'm not sure how many blocks would qualify under these increases, but suspect it wouldn't be very many.

Surely the existing criteria (as proposed) is sufficient to provide good outcomes without throwing potential great development away because of an arbitrary number. Some developments around the world are creating amazing buildings on what would traditionally be considered very small foot prints. The key should be increased amenity for all, and moving the City of Melville forward. More and better facilities for everyone, and more rates for the council.

I oppose the changes and would rather see the council facilitate development, not hinder it.

Best regards,

[redacted]
Rate payer within the City of Melville

From:	[redacted]
To:	CanningBridge
Cc:	Cr Steve Kepert; Cr Nicholas Pazolli; dean.nalder@mp.wa.gov.au; Minister.Saffioti@dpc.wa.gov.au; simon.obrien@mp.wa.gov.au
Subject:	Comment on the Proposed Local Planning Policy, Canning Bridge Activity Centre.
Date:	Tuesday, 7 May 2019 11:29:57 AM

Comment on the Proposed Local Planning Policy, Canning Bridge Activity Centre.

The proposals in this document are inconsistent with the assurances given at the time the Canning Bridge Activity Centre was approved, and are completely unacceptable.

The consultation phase with the ratepayers did not include discussion of the inappropriate height ratios being proposed in this document, ie

- 25 storeys in what is currently the 15 storey zone,
- 15 storeys in what is currently the 10 storey zone .

There was no discussion of allowing unlimited height bonuses and these should not be allowed under any circumstances.

The process of deciding "community benefit" is subjective and has been used to allow substantial height increases for small, cosmetic gains. These "benefits" are far outweighed by such considerations as the overshadowing of neighbours, (especially in Winter), the inappropriate skyline for the area, the resulting over stretching of the infrastructure and amenities, loss of privacy, reflection glare and light pollution, (a definite consideration in any modern, ecologically aware city). While overshadowing will not affect our property, it will render the efforts of many ecologically aware, neighbouring property owners redundant. These people will also be the ones whose property values will plummet almost overnight. The neighbours of these developments are the ones who should see the most "community benefit" as they are the ones who will lose hugely in amenity and property value. Greenery at various levels of the tower, bike racks and a public toilet (such as proposed for the Forbes Road development), - and the other "benefits" will make no difference to them and very little to other community members, but they will pay the price of living close to these towers.

The proposal appears to be concerned only with increasing the profitability of the developments, with little or no *meaningful* consideration for the neighbours and general community. We understand the desirability of well planned city hub developments to accommodate future population growth in Perth. The Canning Bridge precinct has many of the desirable features of these hubs and is a suitable choice for a hub location. However, the zoning should not be flexible, it should mean what it says and this should include substantial community benefits as part of the original proposal. In view of these totally different proposals from the original plan presented for community consultation, it is clear that the original consultation was a total waste of time and presented an inaccurate picture of what was likely to happen. The features of this planning policy incorporated in the policy were not presented for the consultation and must be rejected.

There are many reasons the proposals must be rejected, including those above and, of utmost importance is the necessity of having community trust in the planning procedures - and sadly, this is totally lacking at present.

Thank you.

[redacted]

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 11:43:09 AM

Name: [redacted]

Address: [redacted]

Interest in the area: Melville ratepayer

Comments:

On the basis that time, expertise and money have been invested in a development plan for the Canning Bridge Activity Centre and height limits have been formulated,

as a means of maintaining the amenity, liveability, accessibility and aesthetic appearance of the Swan River landscape,

I strongly object to any height bonuses being made available to developers.

There can be no exemplary planning principles or community benefit which can overcome the problems associated

with the disconnect from the ground level, the visual impact and the reduction in accessibility which the bonus heights will cause.

I urge the removal of any provision for bonus height in future developments.

Any such provisions can only be motivated by greed and can only cause a decline in the quality of life of local residents and the wider community which

must transit the area, and anyone viewing the landscape from across the river.

From: [redacted]
To: CanningBridge; Marten Tieleman; Steve Cope; Cr Nicholas Pazolli; Cr Steve Kepert
Subject: Fwd: Submission Against adoption of the proposed Local Planning Policy - Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP)
Date: Tuesday, 7 May 2019 12:23:03 PM

Subject: Submission Against adoption of the proposed Local Planning Policy - Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP)

I wish to object to the Canning Bridge Draft Height Policy published by the City of Melville to normalise building heights of 25 storeys in the M15 zone designated for 15 storeys and 15 storeys in the M10 area.

I find these proposals unacceptable for the following reasons:

1. The scale of the development was never discussed or envisaged during the consultation phase with ratepayers before the plan was adopted.

2. I consider the City of Melville acted in a dishonest way when informing ratepayers without disclosing their intentions in the consultation period.

3. The subjective process of deciding levels of community benefit appears to be flawed and has resulted in overheight developments being approved with very little community benefits.

For the above reasons the proposed Policy appears to not be what was intended and must be rejected.

A new policy should be prepared by independent parties as I believe that Melville Planning Department cannot follows directives from the Council.

[redacted]

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 12:30:59 PM

Name: [redacted]
Address: [redacted] – Property Owner
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor):

Comments: My partner and I are DISGUSTED at the attitude of the Melville Shire and all the councillers that have absolutely NO CONSIDERATION of the residents of Melville. They should ALL BE STOOD DOWN, and let a younger team take up the slack that they are no longer required to bury their heads in the sand and take an active interest in the Shire's residents instead of how many rates they can gather so that they can make themselves richer.

Do all the COUNCILLORS wear hearing aids WITHOUT BATTERIES – because they are not and will not listen to what may be left to salvage of our good city.

You are doing this to your children and their children – hope you all can stand back and say you did a GOOD job when it mattered. DISGUSTED AND ANGRY RESIDENTS of Melville. What a pitiful lot you are!

Sent from Mail for Windows 10

[redacted]

[redacted]

06 May 2019

Mr Marten Tieleman
Chief Executive Officer
City of Melville
Locked Bag 1,
BOORAGOON WA 6954

Via Email: canningbridge@melville.wa.gov.au

Dear Marten,

SUBMISSION - DRAFT LOCAL PLANNING POLICY - BONUS BUILDING HEIGHT PROVISIONS FOR THE CANNING BRIDGE ACTIVITY CENTRE PLAN

Urbis, on behalf of [redacted] who represent [redacted] as the owners of [redacted] thank the City of Melville for the opportunity to provide comments on the current Draft Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP).

Upon review of the documentation, we have serious concerns with the content and intent of the policy, it's relationship or lack thereof to *SPP 7.0 Design of the Built Environment*, it's potential to undermine the original intent of the CBACP and the serious implications the policy could have for major investment in the precinct. Accordingly, it is recommended that the City reconsider the policy, as well as how it could more effectively relate to documents such as SPP 7 Design of the Built Environment and the City's community benefits assessment which is currently underway.

The following provides further detail on our concerns.

APPROPRIATENESS AS A LOCAL PLANNING POLICY AND CONSISTENCY WITH STATE PLANNING POLICY

The *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations) provide guidance to local government on the preparation of local planning policies. Of relevance to the Draft Local Planning Policy are the following provisions within the Regulations:

"(3) A local planning policy must be based on sound town planning principles and may address either strategic or operational considerations in relation to the matters to which the policy applies."

4(b) if, in the opinion of the local government, the policy is inconsistent with any State planning policy, give notice of the proposed policy to the Commission;

In response to being based upon sound town planning principles, the merit of seeking to all but bluntly cap building height through various provisions without any apparent rationale or technical assessment and purely doing so in response to concerns from a small but vocal portion of the community, is most definitely questionable. Further, whilst arguably providing guidance to the CBACP in terms of "operational considerations" it is submitted that the policy oversteps its function and purpose by establishing new maximum height controls. Such requirements must be included in either the CBACP itself or preferably the City of Melville Local Planning Scheme No.6 (LPS 6).

[redacted]

On the matter of consistency with State Planning Policy, essentially the blunt capping of building height will likely result in an inability to achieve the CBACP dwellings target of 12,000 dwellings and employment target of 7,900 jobs. Both targets were established to ensure consistency with *State Planning Policy 4.2 – Activity Centres for Perth and Peel*. As a well-established, transit-based District Centre, the approach proposed by the policy would be both inconsistent with SPP 4.2 and sound town planning principles.

As will be further below, the approach proposed by the Draft Policy is also generally inconsistent with *SPP 7.0 Design WA*.

In this context and the apparent inconsistency with state planning policy, we strongly consider the WAPC must have a greater role in the formulation and finalisation of this policy than what we believe they currently have had.

RELATIONSHIP TO STATE PLANNING POLICY 7 (DESIGN WA)

State Planning Policy 7.0 – Design of the Built Environment and *State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments* (Design WA) will be operation from the 24th May 2019 and provides emphasis on achieving good design outcomes within the built environment and provides a more performance-based approach to matters of built form.

Within the CBACP, Element 21 provides considerations and controls which seek to promote exemplary design outcomes, linked now via the draft policy to SPP 7.0 and subsequent SPP 7.3. However, the introduction of building height limits, as well as the control of minimum lot sizes (via policy) is entirely inconsistent and in fact contradictory with the performance-based approach applied by SPP 7.0 and 7.3, which more broadly seeks to consider the existing and future streetscape character and context in determining appropriate height.

A key takeaway from SPP 7.3 is that high-quality design outcomes should be granted significant weighting, particularly for any considerations of discretionary heights. Moreover 2.8.2 of SPP 7.3 suggests that local planning frameworks should establish a weighting system when applying discretion around design and design excellence. We would suggest that any planning framework for the CBACP moving forward should establish such a weighting system to provide further clarity and guidance to how discretion is considered.

COMMUNITY BENEFIT

It is understood that the City is currently commencing further investigations and reporting to identify and provide further clarity in relation to existing and required community facilities within the Canning Bridge ACP area. It is considered that the result of this community benefits assessment will provide significant clarity and consideration to the requirements of Element 22 of the CBACP moving forward.

In the context of this new piece of soon to be commissioned work, it is questioned as to why the City of Melville would establish provisions via this policy to require an economic needs/benefit analysis for any proposed development application incorporating community benefit items? Requiring an individual assessment, in the context of a broader assessment that already occurred has the potential to create inconsistencies and conflict.

Accordingly, it is considered the release of the draft policy is premature and includes additional requirements which are otherwise potentially not necessary in the context of this broader piece of work.

If community benefit is to remain as a determining factor of height within the CBACP, it is suggested that the outcomes of the City led community needs analysis inform either a future amendment to the CBACP or LPS6 (and not a policy).

[redacted]

SIGNIFICANT CONSEQUENCES FOR MAJOR INVESTMENT AND DEVELOPMENT

Should the policy proceed in its current form, the City runs the significant risk of not only inhibiting their ability to achieve the objectives and intent of the CBACP and state planning policy, but also severely increase the risk of any future development or major investment into the area.

At current, the CBACP allows for a level of discretion to be applied when considering additional heights above the prescribed storey limit, provided the development meets set requirements. The introduction of further controls around this discretion significantly increases the risk associated with development in the area as well as the ability for developers to adopt exemplary design and innovation to achieve appropriate levels of discretion.

Whilst guidance to the level of discretion is important, it is felt the draft policy increases the level of risk and significantly restricts the provision of high-quality urban design outcomes.

CONCLUSION

It is considered that the draft policy should further align with the directive of SPP 7.0 and SPP 7.3 to ensure that future development meets a high-quality of built form outcomes (complementary to the requirements of Element 21).

In its current form it has great potential to undermine the CBACP and for that matter, SPP 4.2.

Further, consideration in relation to community benefit should only be supported through the City's community benefit assessment which is currently being undertaken, aligning the outcomes of the investigation with the requirements of Element 22.

As it stands, the draft policy currently seeks to provide further controls without any identified rationality, justification or consideration between the controls which results in a disjointed document which fails to provide clarity or confidence to any developer, or decision maker as to how the elements are to be considered.

The lack of clarity and apparent restriction of discretion above an indicative 'maximum height' is considered to be contrary to the controls of the CBACP, but also restricts the ability for exemplary and innovative design outcomes, and as such the policy should not be supported.

Overall, the draft policy does not provide any additional clarity, with any additional height considerations still afforded a level of discretion based on the notion of 'substantially greater responses' to Elements 21 and 22. As such, it is recommended that the City reconsider the policy, as well as how it could more effectively relate to documents such as SPP 7.0, SPP 7.3 and the City's community benefits assessment. This reconsideration should also be undertaken in either the form of an amendment to the CBACP or LSP6.

If you have any questions, please don't hesitate to contact me at [redacted].

Yours sincerely,

[redacted]

City of Melville Building heights (Canning Bridge Precinct)

To: Canningbridge@melville.wa.gov.au

To whom it may concern

As a resident and ratepayer in the city of Melville I wish to express many concerns over the ignorance of the operational department of the council regarding the exemptions both granted prior and also in advance to prospective developers.

The draft heights policy published by the council has seen the code broken numerous time in the M15 and M10 zones with in excess of extra 10 stories being granted to developers.

The city of Melville has no mandate to "discretionally" overrule the height restrictions imposed within the document. I find the proposal unacceptable for the following reasons.

1) Due diligence has not been carried out for any infrastructure issues, predominately concerning traffic congestion which is already at breaking point within the zone. This has been poorly conducted and communicated within the current height zonings, let alone the discretionary increases the council is advocating.
2) With the council having already acted upon these exemption clauses contained within the documents the council is acting in "Bad Faith" in regard to stakeholder involvement, communication and wilful disregard for the documents purpose. Little or no communication has been given and zero community input concerning how the developers/council or government is going to handle the staggeringly increased traffic burded around the CB bottleneck zone from Reynolds Rd east to Manning Rd intersection of freeway and all feeder routes in and around the current buildings both completed and in development.
3) The exemption being considered is in direct violation of the fit for purpose documentation completed by the design review panel. It does not take into any account of surrounding dwellings, which is in direct contradiction and non-compliant with many elements, including 21.4.1.
4) Due to the ridiculous acceptance of the 3 bin system, none of the apartment buildings have catered for the extra bin capacity required for contained bin exposure and storage.
5) It has repeatedly acted in bad faith in exercising it's discretion multiple times to date, including;

Sabina – 30 stories in the 15 story zone.

Cirque -development not taking into account 21.4.1 and in the 15 story zone. Zero regard for solar interception and potential for stranded assets has not been taken into account. The second tower development needs to height restricted ASAP and more consideration taking into accound 21.4.1, parking and infrastructure along with traffic congestion.

Precinct – 22 stories approved in the 15 story zone and also little regard for any traffic congestion issues based on entrance/exit points for the parking facilities currently under construction.

6) The RAR reports have ignored we have examples in Kintail and Forbes road along with further development proposals pending.
7) It appears the Melville council is not acting within it's charter and has exhibited zero foresight with regard to community concerns around traffic infrastructure impacts, amenities and surrounds. They are clearly not enforcing their own planning restrictions.

Current obvious performance is calling for a vote of no confidence in regard to the Canning Bridge activity centre plan, its implementation and its suitable as a fit for purpose document.

I call for an immediate moratorium to all development proposals on the table within the CB precinct until a thorough external review is conducted of the CBACP which includes much greater inclusion of the community stakeholders as to the future of the area.

Kind regards,

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Cr Nicholas Pazolli; Steve Cope; Cr Steve Kepert; dean.nalder@mp.wa.gov.au; Minister.Saffioti@dpc.wa.gov.au; Marten Tieleman; simon.obrien@mp.wa.gov.au
Subject:	Submissions in respect of the Canning Bridge Activity Centre Plan and Local Planning Policy (LPP)
Date:	Tuesday, 7 May 2019 1:49:46 PM
Importance:	High

Dear Sirs

I write, in my capacity as a ratepayer to the City of Melville, in relation to the local planning policy (**LPP**) which has been devised, I understand, to provide the planners of the City of Melville with some guidance in their assessment of development projects in the Canning Bridge Precinct. I also write in relation to a proposed review of the Canning Bridge Activity Centre Plan (**CBACP**).

I oppose the LPP in its current form. It has in my view failed to address the growing concerns of the ratepayers and residents. In fact the LPP goes counter to the philosophy behind the CBACP and contradicts the representations and assurances given to ratepayers and residents during the course of the consultation process and at the time CBACP was approved. In the last three years, developments have been approved which far exceed the projected heights for the area apparently on the basis that the developers have achieved height bonuses or exemptions because of ***benefits to the community*** which the development will bring. The community benefit does not appear to be defined. I have been unable to identify any community benefit from the developments approved and currently in progress.

The buildings currently under construction and/or recently completed:

1. far exceed the heights originally contemplated for CBACP by the residents and ratepayers;

2. overshadow neighbouring houses and apartment buildings;

3. deprive some houses or residents of all their northern light;

4. adversely impact existing gardens, solar power collection units and the amenity of the immediate area and of the suburb;

5. add considerable light and noise pollution;

6. have no or inadequate set backs;

7. will bring additional vehicles and demands on parking to narrow suburban roads, with no appropriate accommodation or planning; (The Precinct, a 30 storey building has one entrance/exit – onto Sleat street close to its intersection with Canning Highway);

8. include expansive grey concrete walls, ugly and oppressive on the eye and no doubt a canvas for future graffiti vandals; and

9. are far removed from the proposed graduated developments and street scapes, including trees and landscaping, projected by the council when persuading ratepayers and residents to support the CBACP.

Given the track record in the last three years, I have no confidence that the City of Melville and the city planners will exercise any discretion about height bonuses with any regard for the character of the suburb, the interest of the existing residents and apartment dwellers and the impacts on the surrounding homes and apartment buildings. I consider it completely unreasonable that the city planners and administration, in devising the LPP, considered it appropriate to effectively allow 15 storeys in the 10 storey (M10) zone and 25 storeys in the 15 storey (M15) zone). For the LPP to include a discretion for the planners or council to allow developers in certain circumstances to exceed even these unacceptable levels in the M10 and M15 zones only underscores the lack of

regard for the interests of the residents and ratepayers in favour of developers.

Development, if done well, is exciting and reinvigorates an area to the benefit of all its occupants. The areas along the Canning Highway clearly need renewal. However, development which does not carefully reconcile and balance the competing interests of residents, ratepayers, businesses and developers, can destroy a suburb and have long lasting adverse impacts on the residents and ratepayers. It appears from the approvals and the developments under construction in the area, that the pressures and demands of the developers and the interests of the developers have been given far greater weight than the interest of the ratepayers and residents.

For the above reasons, I oppose the LPP, and in particular, I oppose any bonus heights of 50% in the M10 area, on any basis; the M10 area should retained as a maximum 10 storey development area, and not 15 storeys or more, and I oppose any height bonus of 66.7% or any other amount in the M15 area, on any basis; the M15 area should be retained as a maximum 15 storey development area and not 25 storeys or more. Clearly I also oppose any height bonuses exceeding 15 storeys in the M10 zone and 25 storeys in the M15 zone on any basis, and I oppose any change being made with respect to the minimum lot sizes to all proposed developments in the CBACP.

I support a review of the CBACP by an external independent body, which should be provided with the concerns raised and submissions made by and details of the interests of the ratepayers and the residents of the Canning Bridge Precinct, which appear to have been ignored and/or overlooked.

I also ask that the City of Melville and its planners make known its plans for addressing the increased traffic pressures on the narrow roads and restricted area of the Canning Bridge precinct. The increased population, the increased traffic, and the pressures they bring appear to be largely overlooked by the city planners when approving developments which incorporate further height bonuses.

Kind regards

[redacted]

[redacted]

Your Ref: LPP 1.18
2 May 2019

Mr Marten Tieleman
Chief Executive Officer
City of Melville
Locked Bag 1
BOORAGOON WA 6954

Attn: Planning

Dear Mr Tieleman

PROPOSED LOCAL PLANNING POLICY 18 – CANNING BRIDGE ACTIVITY CENTRE PLANS – BONUS BUILDING HEIGHT PROVISIONS

I refer to the above proposal which is currently undergoing public advertising. [redacted] has reviewed the documentation, conducted an assessment against the relevant policies and guidelines, and provides the following response.

AIRSPACE ASSESSMENT

There are three types of airspace that [redacted] protects; the OLS, PANS-OPS and CNS.

The Obstacle Limitation Surfaces (OLS) protect aircraft operating under visual meteorological conditions. These surfaces can at times be infringed following an assessment by Airservices Australia and the Civil Aviation Safety Authority and the Department of Infrastructure, Regional Development and Cities. Any approval will generally be accompanied with conditions such as conspicuous colour schemes and lighting to ensure the obstacle is visible to pilots. Most of the subject area is underneath a part of the OLS called the outer horizontal, which is a horizontal plane at a height of 166m AHD. Using a worst-case ground elevation, this would allow for construction up to 80m above ground level as specified in the provisions. At the far south-west of the subject area the OLS begins to slope upwards, meaning that development in this area can be constructed to an increased height.

The Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) protect aircraft operating under instrument meteorological conditions. As pilots in these conditions do not have visual reference to the ground, infringements to these surfaces is prohibited. The PANS-OPS surfaces are more complex that the OLS, being the composite of the airspace associated with dozens of different instrument procedures that rely on differing technologies. Although the PANS-OPS is generally higher than the OLS, this area is an exception. The controlling airspace over the subject area is a PANS-OPS surface at 140m AHD. Using a worst-case ground elevation, this would still allow for construction up to 80m above ground level as specified in the provisions.

The Communications, Navigation and Surveillance (CNS) surfaces protect the operation of infrastructure that facilitates air traffic control such as radars and microwave communications links. Infringement to these surfaces is sometimes allowable following assessment by Airservices Australia. Most of these surfaces are confined to the airfield or at least the airport estate. However, the surface that protects the operation of the Terminal Area Radar (TAR) extends far beyond the airport and is the most significant CNS surface. This surface slopes upward at 0.5 degrees from the radar site to the north of the Airfield.

[redacted]

Over the significant distance to the subject area this surface will not be critical as the PANS-OPS is lower.

Additionally, cranes used in the construction are also a height consideration. Cranes are generally assessed separately, closer to construction, when accurate information regarding crane operating heights and locations is available. A separate assessment of cranes involved in construction will likely be required from both [redacted] and Airservices. Information regarding the [redacted] crane assessment and permit process is available on our website [redacted] When considering applications in this area [redacted] recommends an advice note regarding the above is included.

Technically, all development that is proposed to be located under [redacted] airspace should be referred to [redacted] for comment, however it is acknowledged that this may be onerous for both parties. Engagement is key in achieving mutually beneficial planning outcomes. It is therefore recommended for City Officers to contact [redacted] by telephone, early in the planning process, to determine whether a specific development should be formally referred to [redacted] for initial assessment, and for management of any further agency referrals. The City's planning team are encouraged to contact [redacted] or the [redacted] on [redacted] to discuss specific developments and referrals.

AIRCRAFT NOISE ASSESSMENT

Background

State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport (SPP 5.1) is the key statutory document available in Western Australia for assessing and planning for land uses in aircraft noise affected areas. This document is predicated on the endorsed Australian Noise Exposure Forecast (ANEF) contours to determine what density of residential development can be approved, and under what conditions. SPP 5.1 does not affect the existing use or zoning (which includes density) of land within all the ANEF contours.

Additionally, the National Airports Safeguarding Advisory Group (NASAG), comprising of Commonwealth and State Government planning and transport Departments and Authorities, has developed the 'National Airports Safeguarding Framework.' The NASF is a national land use planning framework that aims to:

- improve community amenity by minimising aircraft noise-sensitive developments near airports; and
- improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions.

The NASF contains nine guideline documents which assist in achieving the listed aims. Guideline A of the framework is titled '*Measures for Managing Impacts of Aircraft Noise*' and specifically addresses the suitability of different development scenarios in aircraft noise affected areas. All levels of decision makers, including Local Governments, are encouraged to review and take guidance from the framework and consider it as part of their assessment.

Guideline A uses "noise above" contours as its reference, which relate to the specific number of events that a decibel level is exceeded. The N65 is a 'noise above' metric, and is produced because the ANEF is not well suited to conveying aircraft noise exposure to the community, as over-flight frequency and the sound level of single events (typically two factors that

determine how a person will react to noise) are not clearly translated by the ANEF system. Perth Airport produces the N65, which demonstrates the likely effect of aircraft noise exposure on an area or a development, at the ultimate airfield capacity. The N65 is publicly available on the Aircraft Noise Information Portal, viewable from [redacted] website.

The NASF is consistent with SPP 5.1, in that it aims to ensure residents and prospective residents are sufficiently informed regarding aircraft noise. Although both documents are considered and referenced in this response, SPP 5.1 is ultimately the prevailing document used in Western Australia.

Assessment of the subject site

The proposal is located outside the endorsed 2014 Australian Noise Exposure Forecast (ANEF). The proximity of the ANEF overlaid with the subject area is included for reference in Attachment 1.

Using the NASF recognised N65 contour, the subject site will experience up to 20 aircraft noise events above 65 decibels across an average day. Noise at this level is disruptive to a normal conversation even inside a dwelling and will be unacceptable to most people. It is worth noting that the area will receive a significant number of additional aircraft noise events at a level less than 65 decibels, and these noise events may also cause annoyance to some people. The N65 overlaid with the subject area is included in Attachment 2.

An additional NASF recognised noise metric is the N60, which shows the number of events more than 60 decibels that can be expected over an average *night (11pm-6am)*. The lower threshold was chosen to reflect the people's increased sensitivity to noise in this period. The subject site will experience up to 6 aircraft noise events above 60 decibels across an average night. The N60 overlaid with the subject area is included in Attachment 3.

As identified above, the proposal is located within certain aircraft noise contours. An assessment of the suitability of the proposal against relevant statutory documents is undertaken in the following sections.

State Planning Policy 5.1 (Land Use Planning in the Vicinity of Perth Airport)

A summary of SPP 5.1 requirements is provided in Table 1 below. As the proposal is located outside of the ANEF there are no applicable requirements, and the below table is included for information only.

	20-25 ANEF & R20	20-25 ANEF & above R20	+25 ANEF & R12.5	+25 ANEF & above R12.5
Notification on Title (condition)	Yes	Yes	Yes	Yes
Insulation to AS 2021 (condition)	Not Mandatory	Not Mandatory	Yes	Yes
Noise contours (advice note)	Yes	Yes	Yes	Yes
Other notes	Refer to NASF assessment for N contours and to determine acceptability	Cl 5.3.2 outlines criteria for justifying density greater than R20		Cl 5.4.2 outlines criteria for justifying

				density greater than R12.5

Table 1 – Assessment of SPP 5.1

National Airports Safeguarding Framework (NASF)

A summary of Guideline A is provided in Table 2 below, and the applicable requirements for the subject proposal are highlighted:

	Within ANEF 20 contour	Within 50+ N65 contour	Within 6+ N60 contour
Rezoning Greenfield areas from Rural to Residential	Prohibit	Avoid permitting	Avoid permitting
Rezoning Brownfield areas	Require Insulation Require Notification on Title	Require Insulation Require disclosure to future residents	Require Insulation Require disclosure to future residents
Development Applications for existing Residential zoned land	Require Insulation Require Notification on Title	Require Insulation Require disclosure to future residents	**Require Insulation** **Require disclosure to future residents**

Table 2 – Assessment of NASF Guideline A

Notes

1. Insulation is to be in accordance with *Australian Standard AS2021:2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.*
2. 'Avoid permitting' equates to a general position of objecting to the proposal.
3. 'Neither support/object' is used as a position as the proposal's suitability is dependent on a Strategic Planning assessment based on specific Local and State Government circumstances. Perth Airport's assessment relates only to aircraft noise.
4. The '+6 N60' contour is present across significant areas surrounding [redacted] As a result, [redacted] will consider the suitability of development within this contour on a case by case basis.
5. [redacted] has interpreted 'disclosure for future residents' as being the inclusion of an advice note on an approval which details aircraft noise information, as opposed to the imposition of a condition requiring a Notification on the Certificate of Title (which is otherwise covered under SPP 5.1).

The subject site will experience up to 20 N65 and up to 6 N60 aircraft noise events. This level meets the trigger within NASF Guideline A and therefore insulation is recommended. It is acknowledged that the type of land use which will commonly be developed in the policy area will be multiple dwellings which have internal insulation requirements already mandated under Building Codes. In addition, to be permitted a building height bonus, developments will need to meet certain criteria, including a 6 Star Green Star rating, which will require even greater levels of dwelling insulation. Therefore, it is highly likely development within the policy area will already be subject to insulation requirements at least in line with Australian Standards.

[redacted] RECOMMENDATION

Should the City resolve to approve the proposal, [redacted] recommends the following:

[redacted]

Advice (i): The subject area is located within the, up to 20 N65 and up to 6 N60 contours. For further on aircraft noise the applicant/owner(s) may contact [redacted] Infrastructure Planning team on [redacted] or [redacted]

Advice (ii): The applicant/owner is to advise [redacted] prior to the erection or use of any cranes on site. Information regarding [redacted] crane assessment and permit process is available on [redacted]

Summary

Given the above assessment, [redacted] neither supports or objects to the proposal subject to the advice provided. [redacted] appreciates the opportunity to comment, and should you require any additional information, please contact [redacted] on [redacted]

Yours sincerely

[redacted]

[redacted]

Attachment 1

Notes

ANEF

Legend

ANEF Ultimate 2014 MP (Metric contours)

- 20 - 25 Zone
- 25 - 30 Zone
- 30 - 35 Zone
- 35 - 40 Zone

Airport Boundary

A4

[redacted]

Scale 1: 64,000

1,625.6 0 812.80 1,625.6

Meters

Map Projection: GDA_1994_Perth_Coastal_Grid_1994

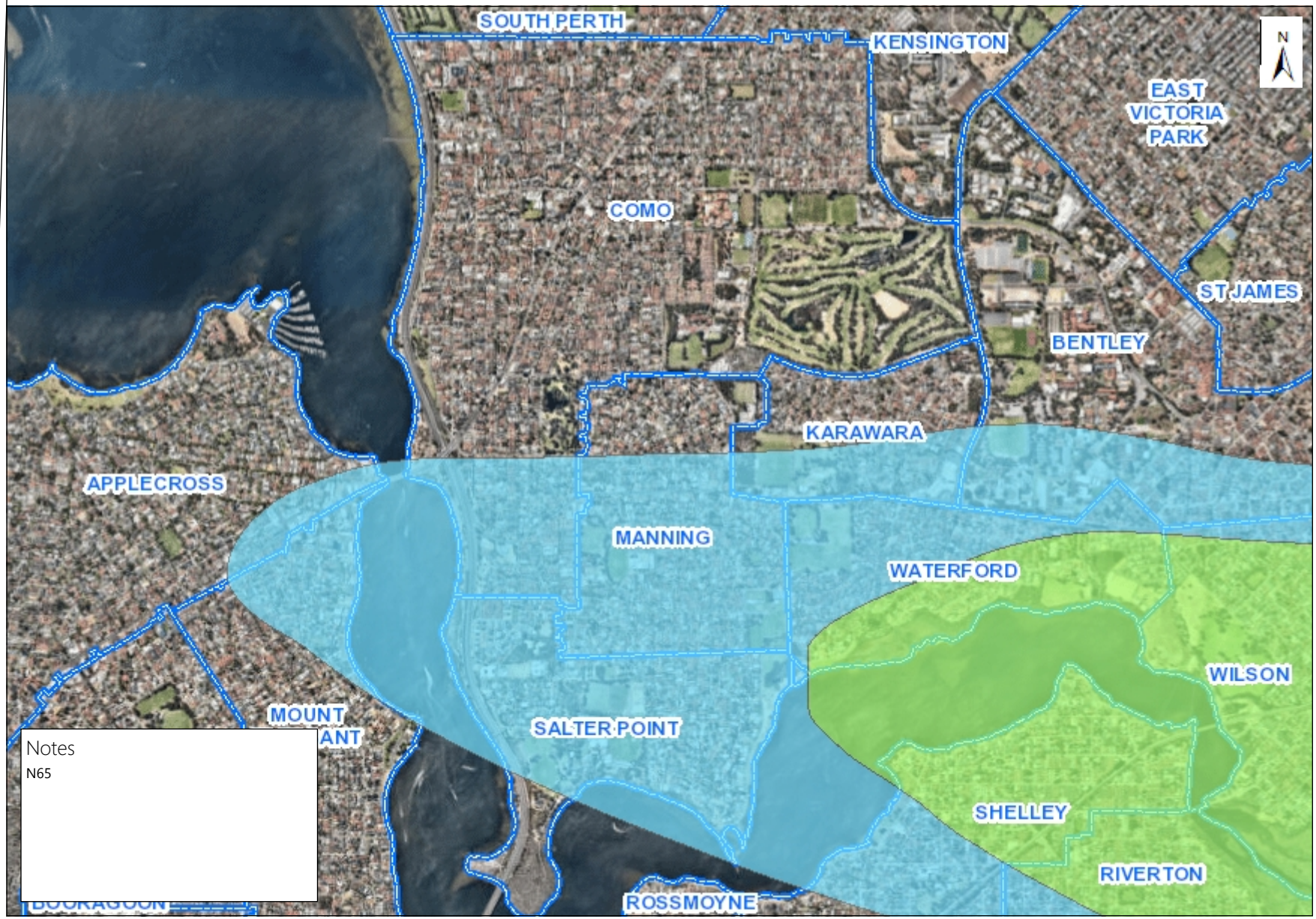
WORKING PLAN ONLY

Printed from GIS iMaps on 07/05/2019

Whilst all efforts to make this information accurate and complete, no guarantee can be given to this extent.
Do not rely on this information beyond the date of creation as regular changes to the data occur.
Refer any requests to the Perth Airport - Design Office for the most accurate and up to date data.

[redacted]

Attachment 2



Notes

N65

Legend

N65 Ultimate 2014 MP (average daily events above 65 dBA)

- 10 - 19 Events
- 20 - 49 Events

A4

Scale 1: 32,000

© [redacted]

812.8 0 406.40 812.8

Meters

Map Projection: GDA_1994_Perth_Coastal_Grid_1994

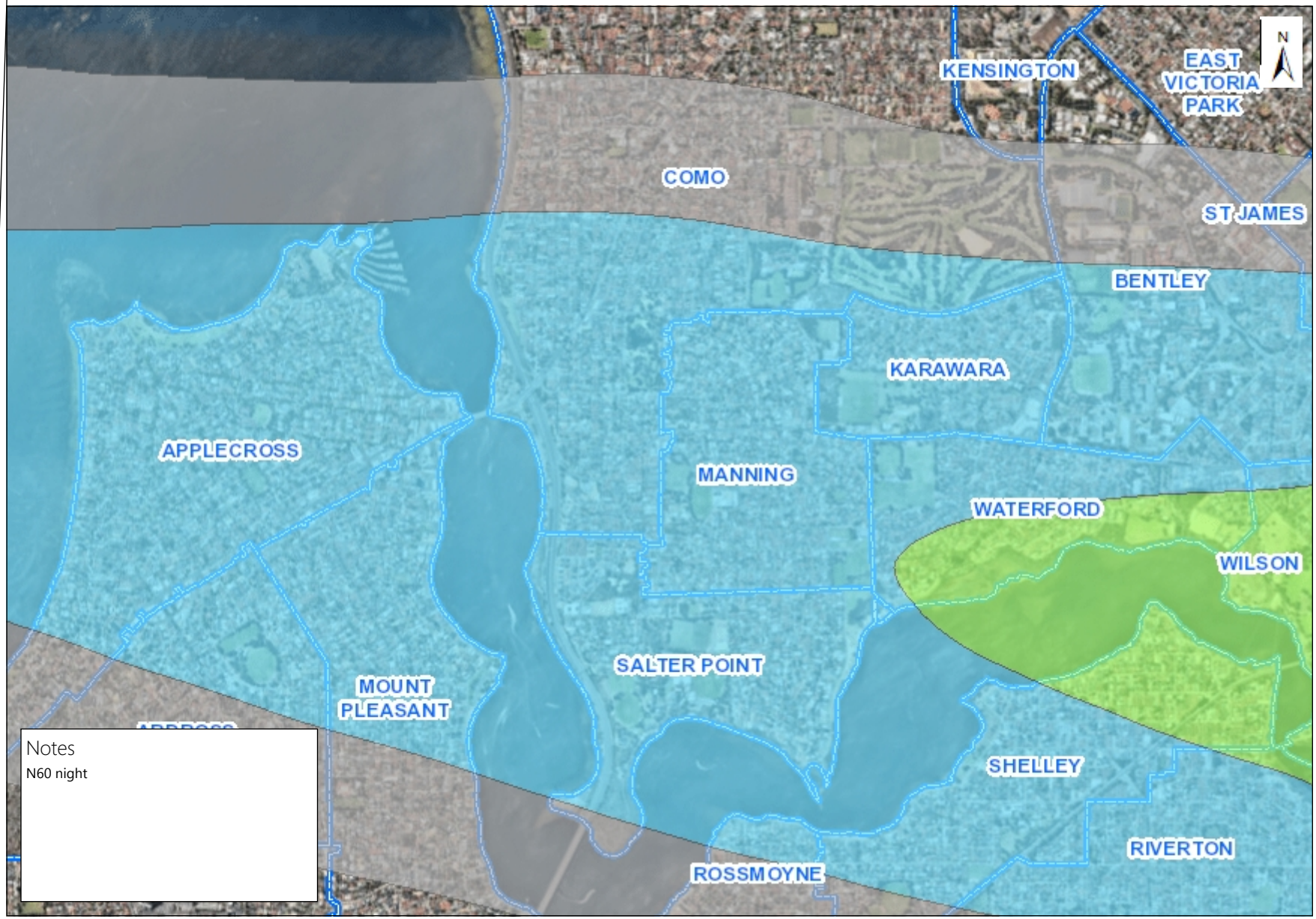
WORKING PLAN ONLY

Printed from GIS iMaps on 07/05/2019

Whilst all efforts to make this information accurate and complete, no guarantee can be given to this extent.
Do not rely on this information beyond the date of creation as regular changes to the data occur.
Refer any requests to the Perth Airport - Design Office for the most accurate and up to date data.

[redacted]

Attachment 3



Legend

- N60 +3 Night Events
- N60 +6 Night Events
- N60 +12 Night Events

A4

Scale 1: 32,000

© [redacted]

812.8 0 406.40 812.8

Meters

Map Projection: GDA_1994_Perth_Coastal_Grid_1994

WORKING PLAN ONLY

Printed from GIS iMaps on 07/05/2019

Whilst all efforts to make this information accurate and complete, no guarantee can be given to this extent.
Do not rely on this information beyond the date of creation as regular changes to the data occur.
Refer any requests to the Perth Airport - Design Office for the most accurate and up to date data.

Submission against adoption of the proposed Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan (CBACP)

Consequent upon a number of negative comments and decisions by the Joint Development Assessment Panel (JDAP) to not approve development Applications (despite these Applications being supported the City of Melville planning officers), Council resolved to introduce a Local Planning Policy that would provide clarity and guidance for developers, planning officers and JDAP.

The aim of the Local Planning Policy was to ensure that the maximum height limits as of right were clearly defined and the entitlement to bonus heights was also clearly defined.

Maximum Height Limits

Rather that clearly stipulating and reinforcing the CBACP, as of right height, limits of 10 storeys in the H10 and 15 storeys in the H15 zones, the proposed Policy effectively seeks to increase the CBACP height limits in the H10 and H15 zones to 15 and 25 storeys respectively. That is a contrary result to what was intended by Council when it initiated this Policy. What the Planning Department has done is given themselves more leeway for additional height buildings rather than controlling the height limits as Council clearly desired by their resolution.

Also, there is still no absolute maximum height limit specified in the proposed Policy.

Criteria for Bonus Entitlements

Exemplary Design

The Policy fails to provide any objective guidelines for what comprises exemplary design. Exemplary Design should be determined on an objective basis. Examples of elements that can be objectively measured include, safety, room sizes, access to natural light and ventilation, reduced impact on the amenity of the location etc. However, these elements must be the mandatory requirement for approval or support for approval of a building application for any building and therefore cannot be considered as qualifying the application for bonus height entitlements.

Consequently, Exemplary Design must not be considered a criterion which entitles a building to any bonus height. Particularly as the decision of what qualifies as exemplary design is made by a panel of members, all of whom provide services to a relatively small building industry. There is an overriding element of self interest in this process and there have been many examples of buildings being considered to be of exemplary design by the Design Review Panel when the design does not even comply with basic Australian Standards for safety.

Therefore, if this criterion is to be used at all for consideration of bonus height entitlements it must provide objective details for more than the abovementioned elements and these additional elements must be substantive and measurable qualities in the building design and serviceability to residents and the community at large. Conditions must include full up-front payment for all infrastructure costs that may be incurred as a result of the development,

including road widening and payment of an annual “bonus height” levy. This levy to be placed in a segregated financial account and applied solely to the benefit of the community in the locality of the building. This will be a measurable and true “community benefit”.

Lot Size

The CBACP is clear in that only Lots adjacent to Canning Highway are entitled to the add back of the size of land ceded for road widening.

The City of Melville has been provided with legal opinion that the add back provision does not apply to other areas in the CBACP. The City’s Planning Department have admitted that the CBACP will need to be altered and WA Planning Commission approval will be required for any alteration, before that provision can apply to all lots.

However, this proposed Policy is now attempting to have the add back provision apply to all

lots in the CBACP without WAPC approval and against the wishes of the Community.
Once again, the Planning Department are just doing as they like and making changes to the CBACP to benefit the developers.

Conclusion

The proposed Policy increases the height limits in the H10 and H15 zones and does not provide any absolute height limits.
The exemplary design criterion is subjective and not an objective measure of control. The Lot size restrictions contained in the CBACP are being sought to be varied in favour of the developer by this proposed Policy.
For the above reasons the proposed Policy is not what was intended and must be rejected by the Council. A new Policy should be prepared by parties independent of the City of Melville Planning Department and without the Planning Department's influence as they have shown that they

[redacted]

Monday, 6 May, 2019

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 4:01:51 PM

Name: [redacted]
Address: [redacted]
Interest in the area (Resident)

---

07 May 2019

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

Attention: Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN: BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The City of Melville is currently advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan. The draft Policy creates further impediment to development outcomes and is insufficient to provide the necessary certainty to achieve a development approval. Please see my response below:

1. Threshold Limits to Bonus Heights

1.1 Introduction of Threshold Limits

I do not support the introduction of threshold heights for the following reasons:

- The proposed threshold heights have the potential to undermine the original intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for the existing investment within the precinct;
- The introduction of additional controls around this discretion increases the risk associated with development in the area. The draft policy significantly restricts the provision of high-quality design outcomes.
- Should a threshold limit be considered essential, we request an increase to:
  - 20 levels in the M10 zone and;
  - 30 levels in the M15 zone.

  This would permit taller and thinner buildings, providing improved view corridors, greater sunlight to neighbouring properties and better articulation of the skyline, which is a preferred urban design outcome. The increased threshold height limits would be consistent with precedent established by current developments.

1.2 Removal of Height Limits in Metres

The assessment of height by reference to metres will not facilitate the best design outcomes. Height limits in metres should be removed as they limit design and development innovation as follows:

- They will limit innovative construction techniques by providing restrictive floor to floor heights
- They will limit ceiling heights
- They will be unable to accommodate alternative non-residential development
- They will be insufficient to accommodate appropriate podium floor to floor clearances, and would limit the provision of appropriate residential, office and

landscape spaces in the podium levels.

2. Environmentally Sustainable Design - 6 Star Green Star

The 6 Star Green Star target is costly and potentially unachievable. No residential building in Australia has achieved this standard and construction cost increases will be significant. The intent of the CBACP is to "*encourage development which achieves excellence in environmental sustainability as measured against an industry standard"*. The Green Building Council of Australia defines 5 star Green Star as "Australian Excellence" which is an appropriate standard.

3. Exceeding Desired Outcomes to Achieve Development Bonus

The draft Policy presumes that any proposal for a height greater than the threshold building heights may be inconsistent with the 'Desired Outcomes' relating to scale, built form and building height set out at Elements 1 – 20. The draft Policy requires proposals to demonstrate how the 'Desired Outcomes' are exceeded and provides examples for each element, however these are not clearly articulated and provide limited guidance.

4. Bonus Provisions: Element 21 & 22

It is made clear that bonus height will be based on the bonus being proportional to the benefits offered by the applicant to the community and that bonuses are not 'as of right'. This will be determined by assessment of the existing bonus provision requirements of Elements 21 (Design Considerations) and 22 (Community Benefit) of the CBACP. However, there is minimal guidance on the amount of community benefit required to unlock building height. We believe it would be helpful to quantify the extent of community benefit to determine if this is commensurate with the variation in development potential of the site.

5. Minimum lot sizes to achieve any development bonuses.

I do not support an increase in the minimum lot sizes in the draft Policy. There are numerous constraints (car parking, setbacks, cost) that will intrinsically limit building heights within the precinct. It is possible to design tall slender buildings on considerably smaller sites that maximise view corridors and mitigate amenity impacts - the draft Policy stifles innovative design in this respect.

Conclusion

Overall, the draft policy does not provide any greater clarity on the intended outcomes of the bonus provisions, instead being reliant on "substantially greater responses" to the Desired Outcomes and the subjective bonus provisions. I suggest a more robust methodology be put in place where these can be converted to quantified metrics to give the developer certainty. Greater certainty will ultimately encourage the preferred outcomes of the CBACP to be achieved.

Yours Sincerely,

Chief Executive Officer
City of Melville
Locked Bag 1
BOORAGOON WA 6954

Re: Canning Bridge Activity Centre Plan
Local Planning Policy (LPP) Bonus Building Height Provisions

Dear Mr Tieleman,

I am grateful for the opportunity to make this submission on the LPP. I write, both as a longtime resident of the City of Melville and a member of the property development industry.

I am quite concerned that this draft policy has been approved for advertising in its current form. The LPP, in general, is poorly drafted and difficult to read. One of the stated Objectives is to provide clarity regarding Bonus Provisions. Unfortunately however, it's format and wording are both verbose and poorly constructed, and I urge you to make some wholesale changes in this regard. **Most importantly though, it appears to have been written in a manner specifically contrary to the purpose for which it was originally intended.**

It is my understanding that this LPP was drafted in response to several requests and discussions over the last year or more, but specifically, a motion passed at the Ordinary Meeting on 18 September 2018. For ease of reference, I have included below, an extract of the Resolution.

B. requests that the Chief Executive Officer:
a) Prepares a project plan to develop Planning Policy for the November 2018 Ordinary Meeting of Council that specifies the prescriptive criteria applied and processes undertaken by the Community Benefit Panel in determining the extent of bonus storeys that will be allowed in response to community benefits provided in property developers' proposals.
b) Incorporates in the planning policy a requirement that restricts Council support for community benefit additional storeys in the M10 and M15 areas to no more than 20% above the 10 and 15 storeys "as of right" maximums in the M10 and M15 zonings of the Canning Bridge Activity Centre Plan Q1 and Q2 areas.
c) As part of the current review into community benefit criteria and buildings heights in the M10 and M15 areas of the CBACP, to investigate the possibility of including maximum site coverage, plot ratio and dwelling density requirements in the M10 and M15 areas of the CBACP.
At 9:14pm the Mayor submitted the motion, which was declared
CARRIED (7/6)

The resolution is specific in requiring the LPP to adopt 20% as the maximum threshold to bonus height, yet the Draft prescribes 50% and 66.6% in the M10 and M15 zones respectively.

It appears that the Strategic Planners have misunderstood what they were requested to produce.

Properly prepared, the LPP will provide an opportunity for the City to give interim guidance to developers and JDAP as to how we want the CBAC developed, whilst a full review of the CBACP is undertaken.

In order to succeed however, there must first be a fundamental change in the way our planners work. There appears to be an element within the planning department which is determined to approve substandard, over-developed projects which will eventually only benefit developers. One only needs to consider the approvals around the Sabina project, and RARs supporting the (eventually rejected) proposed developments at 22 Kintail Rd and cnr Forbes and Kishorn Rd to understand this.

There can be no doubt that the level of development around the Canning Bridge precinct is causing enormous Community concern. Often this concern has been ignored by the City's Planners on the basis that the CBACP is simply doing what is required of the City in meeting its responsibilities regarding urban in-fill targets. This is simply not true.

The CBACP when originally adopted by WAPC, did not anticipate a plethora of buildings on small sites with heights at 150%, or 166.6%, or even greater, than that prescribed as M10 and M15. These heights are certainly not contemplated in Design WA, SPP 7.3 residential design codes volume 2 – apartments. This situation appears to have come about as a result of how our City planners have applied the CBACP. Not as a requirement of WAPC. The draft LPP states *"it is a Desired Outcome of the CBACP that building heights are consistent with the desired scale and built form of the Centre"* What does this mean? Who determines "desired scale"? Our Planners, as and how they wish?

This draft LPP seems to err in that regard. It is clearly not in keeping with the original purpose for which it was intended and demonstrates a resolve within the planning department to push as much development as possible with little respect for the existing and future amenity of the Applecross and Mt Pleasant suburbs. Canning Bridge is the gateway into our beautiful City. It's landscape, character and amenity should not be sacrificed for high-rise over development, there is a better way.

We have an opportunity to enable well guided and considered planning to develop "our side" of Canning Bridge into an iconic area incorporating its unique location, transport options and natural beauty, into a medium density precinct with great public, cultural and recreational amenity. Well designed and constructed projects surrounded by open green space and hospitality options should be our objective. There is nothing wrong with high rise (20 storeys or more) in the right circumstance, but small over developed sites crammed with high rise concrete towers on podium level concrete blocks built to boundaries obliterating streetscapes and sky is not the way.

The LPP should be a policy which aims to control development within the CBACP to minimum levels while the full Structure Plan review is undertaken. If this is not done, we will see many developments approved which may well be greater than permitted under the terms of the revised CBACP. This would be a very poor planning outcome and a legacy which will be borne by the City for generations.

In order to achieve this, we need the LPP to be better drafted and a planning department which will properly apply the policy. We must urgently undertake a wholesale review of the CBACP and ensure that it reflects a style of development in keeping with the amenity of the location.

The Resolution also directed the investigation of incorporating site coverage, plot ratio and density to be included. This would be an opportune time for the City to adopt Design WA, SPP 7 Design of the built environment and SPP 7.3 residential design codes volume 2 – apartments. This State Policy is now "seriously entertained" and its implementation into the CBACP is inevitable. It should be clearly articulated within the SPP that CoM will adopt the new guidelines when assessing development proposals. Once again, the success of this will require a change of attitude amongst our planners.

In addition to the format of the LPP, I believe that there are several specific alterations which need to be made. For ease of reference I have made notes on the attached copy of the Draft LPP.

I trust that you will take my submission seriously and am happy to work closely with the City to give any assistance to drive a better outcome for the CBAC.

Yours Sincerely,

P19-3805

Canning Bridge Activity Centre Plan – Bonus Building Height Provisions

DRAFT for Council

Policy Type: Local Planning Policy **Policy Owner: Director Urban Planning**	**Local Planning Policy No. LPP 1.18** **Last Review Date:** Not Applicable

Introduction

The Canning Bridge Activity Centre Plan (CBACP) incorporates Bonus Provisions as a measure to incentivise exemplary design and achieve the provision of facilities and/or land uses which are seen to represent a benefit to the community, and which ordinarily are unlikely to be provided through the development application process.

The Bonus Provisions of the CBACP provide for the awarding of additional building height where a development has been determined to meet the identified requirements. Bonus height is not awarded "as of right". Applicants are required to demonstrate that items provided in response to the Bonus Provisions represent a significant benefit to the community, are demonstrated to be meeting a strategic need and tha the standard of design of the development is at an exemplary level in keeping with the expectations of the Precinct.

This statement is counter productive. The CBAC should not except anything other than "exemplary" design. All development within the CBAC should provide a benefit to the community and it is the responsibility of the Strategic Planners to articulate this without offering "bonuses"

Policy Objectives

The Policy has the following objectives:

- to provide additional clarity as to the intended outcomes of the CBACP Bonus Provisions
- to provide additional guidance with respect to measurement of proposed bonus items to ensure that the merit of the bonus item is proportionate to the extent of bonus granted.
- to outline supporting documentation required of applicants when seeking bonuses

Policy Scope

The Policy shall apply to the development of land in the M10 and M15 Zones as designated within the CBACP.

Definitions

Terms are as defined within Local Planning Scheme 6 and the CBACP.

POLICY STATEMENT

Assessment of Applications

The requirements and mechanisms associated with the awarding of bonuses under the CBACP are outlined in the Bonus Provisions section of the CBACP. As outlined in the CBACP additional building height may be awarded where:

A) the relevant Desired Outcomes of all Elements of the CBACP have been met or exceeded
B) the requirements of Elements 21 of the CBACP, Design Considerations have been achieved
C) the requirements of Element 22 of the CBACP, Community Benefit Considerations have been achieved.

In accordance with the CBACP the extent of bonus being sought is to be determined to be proportionate to

- the level of exemplary design in response to Element 21; and
- the extent of community benefit provided in response to Element 22.

In relation to the achievement of the relevant Desired Outcomes, recognition may also be given, where applicable, to the extent a development exceeds the identified requirements.

This Policy provides additional detail in relation to the required information to be submitted at development application stage where a bonus is sought under the Bonus Provisions of the CBACP.

Applications involving the Bonus Provisions will require:

- assessment under the City's Local Planning Framework (including assessment against this Policy)
- assessment by the City's Design Review Panel; and
- internal cross functional assessment by the City of community benefits pursuant to Element 22.

Other expert bodies or individuals may also be consulted for advice as considered appropriate.

The City's Design Review Panel will provide advice on the architectural and design quality of developments, including the design and quality of any proposed bonus items. The City's Design Review Panel will provide advice as to whether the proposed development constitutes an exemplary level of design.

A register of Bonus Provisions awarded will be maintained to support the consistency and integrity of the bonus system. The register will include an outline of the basis for any bonus awarded.

Policy Operation

The Policy supports the operation of the Bonus Provisions of the CBACP through the provision of additional clarity and guidance. The key mechanisms of the Policy comprise:

- *Performance Assessment of Bonus Items:*
  Assessment of any proposed bonus item will seek to establish proportionality between the merit of bonus items proposed and an appropriate awarding of bonus height. Assessment will focus on how well a bonus item performs in achieving identified objectives or outcomes. In this regard, the Policy identifies a "Statement of Intent" for each area associated with a bonus item. Measurement of how well the identified intent or objective has been achieved will be guided by assessment against identified "performance criteria". To support the assessment process, "required

Further to the previous comment; bonus height should only be considered where real, measurable community benefits are offered which are indeed needed and fall well above those which any development in a prestigious location would offer, and where building design, including land area, site coverage and plot ratio, are substantially better than the minimum prsecribed.

And Design WA SPP 7 and SPP 7.3

A review of the design panel is needed. Past development approvals have been very poorly assessed, particularly in relation to community benefits and preservation of amenity

Very important that where a bonus is sought, it is not left to planners to determine benefits. An independent panel should be established which can clearly identify Community needs and the value of benefits offered relevant to bonus sought

documentation" to be submitted by an applicant is identified. Performance Criteria and additional clarity on required responses is also identified for other applicable Desired Outcomes where an applicant has opportunity to enhance the desirability of a development by exceeding the base requirement.

- *Identification of Threshold to Bonus Height:*
  Identification of a threshold limit to the amount of bonus height for M10 and M15 Zones that is considered to maintain consistency with the desired scale and built form envisaged by the CBACP. The Bonus Height Threshold provisions also establish that where a proposal seeks to exceed the identified threshold heights, that a substantially greater response to Elements 21 and 22 as well as an exceeding of the CBACP stated Desired Outcomes is required. Criteria are identified to guide this required response.

Set the threshold at 20% as directed in Resolution. Review planners view of "desired scale" in line with Community expectations. Clearly our planners have a very different view to the community on this issue.

Threshold to Bonus Height:

While the CBACP does not set an upper limit on the bonus height that may be approved, it is a Desired Outcome of the CBACP that building heights are consistent with the desired scale and built form of the Centre, and that the interface between Zones is appropriately managed (see DO3 of the CBACP). While each proposal for bonus height will be considered on its merits, generally any proposal for a height which is substantially greater than the DO3 requirement for building height is likely to be considered inconsistent with the Desired Outcomes for building height. For the M10 Zone a building height 50% greater than the base heights identified in DO3 is likely to be inconsistent with the Desired Outcomes. For the M15 Zone a building height 66⅔% greater than the base heights identified in DO3 is likely to be inconsistent with the Desired Outcomes. Therefore, the maximum bonus heights contemplated by this Policy are:

Must follow the Resolution of September; 20% maximum bonus.

- M10 Zone 15 storeys/48 metres; and
- M15 Zone 25 storeys/80.0 metres

Where a proposal seeks consideration of building heights greater than the maximum bonus heights contemplated by this Policy it will be expected that the proposal will demonstrate a substantially greater response to Elements 21 and 22 as well as significantly exceeding the CBACP stated Desired Outcomes. The location and characteristics of the site will also be a factor considered in determining the compatibility of the proposed height with the intended scale and built form for the Centre. Additional requirements to be considered for bonus height above the identified threshold heights include but are not limited to the following:

In order to provide good planning outcomes, where a proposal for height exceeds the Threshold it is extremely important that consideration be given to lot size versus scale and height.

- 6 Star Green Star:

The proposed development meets or exceeds a 6 Star Green Star design rating under the Green Building Council of Australia. 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 will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.

6 Star requirement is to be applauded where a proposal exceeds the Threshold. Consider 5 Star where 20% bonus is sought

- Response to Element 22 sub elements

The proposed development satisfactorily responds to and achieves the requirements of at least six of the sub elements listed under Element 22 of the Canning Bridge Activity Centre Plan in proportion to the additional development being proposed.

- Compatibility With Intended Height Hierarchy and Distance from Zone Transition

The location of the proposed development site demonstrates consistency with the desired scale and built form hierarchy intended for the CBACP and in particular achieves appropriate management of transition between Zones through a substantial separation distance from any land contained within a lower intensity Zone within the CBACP.

- Lot Size Capability

The proposed development is located on a site of suitable size and shape to accommodate the propose scale of development and which is able to incorporate suitable design elements to mitigate amenity impacts. In particular a development must achieve the following minimum site areas:
M10 Zone - 3000m^2
M15 Zone - 4500m^2

These lot sizes should apply to any development exceeding the 20% Threshold. and should scale up as heights increase. The policy needs to be broadened in this regard to clearly articulate lot sizes V building heights.

- Exceeding of Desired Outcomes

The proposed development demonstrates exceeding of relevant Desired Outcomes of the Canning Bridge Activity Centre Plan. See heading "DESIRED OUTCOMES WITH OPPORTUNITY TO EXCEED BASE REQUIREMENTS"

This is very good clause

As outlined above, under the terms of this Policy, any proposal for a height greater than the identified threshold building heights, is likely to present inconsistency with the Desired Outcomes relating to scale, built form and building height. Accordingly, a proposal seeking consideration for building height above th threshold, regardless of whether or not the above additional requirements have been responded to, may still be determined to be inconsistent with the CBACP.

Bonus Not as of Right:
Any decision to award height bonuses under the Bonus Provisions is at the discretion of the decision maker and is not as of right. Similarly, achievement of additional building height up to the identified threshold limit to bonuses is not as of right. In considering assessment of bonus proposals, applications will be assessed to determine the level of achievement against the identified standards and performance criteria. In addition, factors such as the location or shape of a site, the proximity of existing or already proposed facilities and inability to demonstrate a strategic need for a facility may impact the capacity of a site to achieve bonuses.

DRAFT

Performance Assessment of Bonus Items

Element 21
Achievement of the requirements of Element 21 in the Canning Bridge Activity Centre Plan is pre-requisite to assessment under the Bonus Provisions. The content of Element 21 from the Canning Bridge Activity Centre Plan is reproduced below. For each sub element, a statement of intent and associated performance criteria has been identified. Assessment of achievement of Element 21 will be informed by how well a proposal responds to the identified statement of intent and performance criteria.

21.1 Exemplary design is proposed in the opinion of the Design Advisory Group

Intent:
Encouraging the achievement and measurement of exceptional levels of good design for buildings and places through the review and evaluation by professionals with appropriate levels of design expertise.

Performance Criteria:
- Proposed development demonstrating exemplary levels of design to the satisfaction of the Canning Bridge Activity Centre Plan Design Advisory Group, having regard to the Design Principles as outlined in the Design Review Guide associated with State Planning Policy 7 – Design of the Built Environment.

Required Documentation:
As outlined in the Design Review Guide associated with State Planning Policy 7 – Design of the Built Environment.

21.2 For Development in the M15 Zone, the site shall have a minimum area of 2,600m^2 or
21.3 For development in the M10 Zone, the site shall have a minimum area of 2,000m^2

Intent:
Ensuring that the application of bonus provisions is limited to larger lots where the objectives of the design considerations and community benefit considerations are more likely to be achievable.

Performance Criteria:
No Performance Criteria - minimum standards required to be met. *Note: Where a portion of land is required for road widening or similar public purpose and the required land is ceded free of cost, then the area of site to be ceded may be included in the total site area.*

Required Documentation:
Not applicable

This deviation from the original CBACP text is poor planning. We have seen proposals for 60% and 100% height bonus gain RAR support where the final lot size falls below the minimum for height bonus consideration. Completely in contravention to the "INTENT" of this element. If a lot is too small to be considered for bonus height then it must not be considered.

DRAFT

21.4.1 The proposed development has been designed with regard to solar access for adjacent properties taking into account outdoor living areas, major openings to habitable rooms, solar collectors and balconies.

Intent:
To encourage building designs which have particular regard to the maintaining of solar access for adjacent properties.

Note:
For the purposes of the Policy the term adjacent properties refers to land immediately adjoining a proposed development as well as nearby properties or land that have potential to be impacted by the development in terms of loss of privacy and/or overshadowing

Performance Criteria:
- Buildings positioned and designed in a manner which maximises the access to natural sunlight for sensitive areas such as outdoor living areas, major openings, solar collectors and balconies on adjacent properties.
- Buildings positioned and designed in a manner which maximises the access to natural sunlight particularly to public spaces on site, on nearby streets and on adjacent properties.

Required Documentation:
To enable assessment of the proposed design elements the applicant shall submit the following information with the development application:
- A comprehensive planning report addressing all of the performance requirements.
- Plans, elevations, cross sections of the proposed development and including detail of existing and proposed developments on adjacent properties with sensitive areas (such as outdoor living areas, major openings, solar collectors and balconies) identified.
- Shadow diagrams demonstrating the extent of sunlight access to adjoining properties at various times of day and at various times of the year, with emphasis on the enhancement to solar access as a result of the proposed design.

21.4.2 The proposed development meets or exceeds a 5 Star Green Star design rating under the Green Building Council of Australia. 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 will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.

Intent:
To encourage development which achieves excellence in environmental sustainability as measured against an industry standard.

Performance Criteria:
No Performance Criteria – refer to wording of clause 21.4.2.

Required Documentation

DRAFT

No additional required documentation – refer to wording of clause 21.4.2

The original CBACP endorsed a traffic and transport study undertaken by GHD. That report made a number of recommendations which were required to be implemented in the first 10 years of the CBAC. 6 years on, most of these have not been implemented and have been largely ignored by CoM. It is imperative that the recommendations within the report be implemented as a matter of urgency and where possible be undertaken by developers. In any event, further development must be curbed until these measures are undertaken. Simply writing traffic reports on individual developments means little to the overall traffic issues.

21.4.3 A traffic statement is submitted showing that additional floorspace allowed will not unduly impact on the surrounding centre

Intent:
To ensure that where bonus floorspace is approved, the overall impact of a development will not unduly adversely affect the locality in terms of traffic movements and car parking.

Performance Criteria
Developments designed to incorporate design features, land uses or operational strategies which can be demonstrated to mitigate any additional traffic or parking impacts associated with bonus floorspace.

Required Documentation:
- Submission of a traffic impact statement, undertaken by a suitably qualified consultant, demonstrating satisfactory forecast impacts of the proposed development in terms of the operation of the traffic and parking network in the precinct
- Details of elements of the design of the development and/or proposed management initiatives intended to reduce impact of the proposal on the traffic and parking networks within the precin

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.

Intent:
Encourage development which incorporates design measures, features or management initiatives which reduce the demands of the development on traditional utility infrastructure and/or offer surplus infrastructure capacity to the wider precinct.

Performance Criteria:
- Developments include design measures, features or management initiatives which can be demonstrated to substantially reduce any additional demand on infrastructure services to level at or below that which ordinarily be attributable to a development that did not include bonus floorspace.
- Developments include design measures, features or management initiatives that reduce demand on infrastructure services which are over and above the standard required to achieve 5 star Green Star Design rating.
- Developments offer design measures, features or management initiatives which offer surplus infrastructure capacity of a form which can be made available to other sites and in turn reduce need for traditional infrastructure investment in the precinct.

Required Documentation:
- Submission of an infrastructure demand report , undertaken by a suitably qualified consultant, demonstrating:
  - infrastructure demands of the proposed development
  - additional demands associated with the bonus floorspace; and
  - outcomes of proposed design features, facilities and/or management initiatives in reducing the overall infrastructure requirements of the development.

- Where developments proposed design measures, features or management initiatives which offer surplus infrastructure capacity which may be available to other sites, details of the proposed measured are to be described along with identification of potential users of the surplus capacity and specific advantages associated with reduced need for investment in traditional utility infrastructure.
- Details of proposed ongoing management and maintenance of the proposed measures, features or management initiatives to demonstrate how any benefits associated with the items will be maintained for the life of the development.

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) demonstrate a mitigation of urban heat island effects through the provision and maintenance of landscaping which includes the planting of mature shade trees.

Intent:
Encourage development which incorporates landscaping initiatives beyond the requirements of Element 11 and with a particular focus on shade, together with other measures such as lighter coloured surfaces and management of waste energy aimed at reducing the developments contribution to the heat island effect.

Performance Criteria:
- Developments include design measures, features or management initiatives which can be demonstrated to substantially reduce the developments contribution to the heat island effect. Measures to extend to landscaping, use of heat mitigating materials and management of waste energy.
- Proposed landscaping initiatives include extensive use and strategic placement of mature shade trees both within and adjacent to the development site.

Required Documentation:
- Submission of a report focusing on measures aimed at reducing the developments heat island effect, demonstrating:
  - landscaping provision in excess of the requirements specified in Element 10
  - Proposed heat mitigation measures for of all external surfaces (use of colours, materials, shading devices and/or landscaping)
  - Extent and use of mature shade tree plantings and rationale for placement of shade tree
  - Proposed measures to manage waste energy emissions from the site.
- Details of proposed ongoing management and maintenance of the proposed heat mitigation measures for the life of the development.

In order to properly mitigate heat island effects, significant deep root tree planting is required, both within developments and in street-scapes. To achieve this, more land area needs to be allocated to proper landscaping within developments.

DRAFT

Element 22

Element 22 of the Canning Bridge Activity Centre Plan outlines the requirements to be achieved for development to be considered for greater height. Specifically a proposal is to demonstrate achievement of at least four of the sub elements under Element 22. The content of Element 22 from the Canning Bridge Activity Centre Plan is reproduced below. For each sub element, statements of intent and associated performance criteria have been identified. Assessment of achievement of Element 22 will be informed by an evaluation of how well a proposal responds to the identified statement of intent and performance criteria for the various sub elements. Accordingly, proportionality between the community benefit proposed and the amount of additional building height to be awarded will be guided by this assessment of value, merit, need and level of achievement associated with the community benefit sub elements. Where a proposal responds to more than four of the sub elements under Element 22, regard will be had to cumulative level of achievement against performance criteria.

Any proposal involving building heights in excess of the limits identified in the section of the Policy relating to Threshold to Bonus Height will need to respond to the additional provision of that section of the Policy.

Street Frontages:

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

Intent:
Encourage the provision of high quality, usable and active street frontages which contribute to the character and usability of the centre.

Performance Criteria:

- Facilities to be strategically located having regard to significant identified or anticipated public demand or use
- Any spaces and/or furniture must be freely available and accessible to the public at all times, where practical.
- Facilities to be of an outstanding design quality and attractive and inviting to the public
- The design of any space, treatment or furniture must be of a suitable shape, size and proportion to be usable and comfortable
- The design of any space, treatment or furniture must be designed and maintained so that its availability for use by the general public at all practical times is obvious
- The design of any space, treatment or furniture must incorporate activity and opportunity for passive surveillance to make the space interesting, attractive and safe for the public.
- The design of any space, treatment or furniture must be designed to maximise opportunity for solar access, whilst providing some shade and protection from rain and wind.
- The design of any space, treatment or furniture must include high quality materials and include attractors such public art.
- The design of any space, treatment or furniture must ensure the safety and security of users particularly at night. The layout of the space must have regard to entry/exit points, opportunities for passive surveillance, landscaping design and lighting.

DRAFT

- The design of any space, treatment or furniture, intended for public use and access must not be overly dominated by alfresco dining or commercial uses.
- The design of any space, treatment or furniture must provide universal access
- The space, treatment or furniture must be managed and maintained to a high standard by the landowner

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and coloured perspectives of proposed space, treatment or furniture.
- In the case of public spaces in excess of 200m^2, a wind impact assessment prepared by a suitably qualified consultant demonstrating satisfactory conditions within the space and outlining measures employed to reduce impacts.
- In the case of spaces in excess of 200m^2, shadow diagrams being submitted demonstrating the extent of sunlight access to the space at various times of the year.
- A landscape plan identifying the location, design, dimensions, levels, materials and colour of all soft and hard landscaping areas, ramps, seating and furniture.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including hours of operation and response to safety and security.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the space, treatment, facility or furniture are to be sustained over the life of the development.

Accessible Public Facilities/Spaces:

22.1.2 Provision of landscaped spaces and/or other facilities accessible to the public such as roof top and/or podium level gardens and/or incidental recreation spaces and/or equipment and entertainment facilities such as roof top cinema

Intent:

Encourage the provision of high quality, usable and publically accessible spaces which contribute to the vibrancy, character and usability of the centre.

Performance Criteria

- Facilities to be strategically located having regard to existing or anticipated public demand, need or use.
- Any spaces and/or furniture must be freely available and accessible to the public at all times, where practical.
- The design of any space, treatment or furniture must be of a suitable shape, size and proportion to be usable and comfortable

- The design of any space, treatment or furniture must be designed and maintained so that its availability for use by the general public at all practical times is obvious
- Facilities to be located at ground level or if located at podium or rooftop level, access arrangements to be visible, convenient, attractive and inviting
- The design of any space, treatment or furniture must be designed to maximise opportunity for solar access, whilst providing some shade and protection from rain and wind.
- The design of any space, treatment or furniture must include high quality materials and include attractors such as public art or place making initiatives.
- The design of any space, treatment or furniture must ensure the safety and security of users particularly at night. The layout of the space must have regard to entry/exit points, opportunities for passive surveillance, landscaping design and lighting.
- The design of any space, treatment or furniture intended for public use or access must not be dominated by alfresco dining or commercial uses.
- The design of any space, treatment or furniture must provide universal access
- The space, treatment or furniture must be managed and maintained to a high standard by the landowner
- Suitable evidence is provided with respect to the arrangements to secure the ongoing accessibility and acceptable levels of maintenance to the space, treatment or furniture over the life of the development.

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and coloured perspectives of proposed space, treatment or furniture.
- In the case of public spaces in excess of 200m^2, a wind impact assessment prepared by a suitably qualified consultant demonstrating satisfactory conditions within the space and outlining measures employed to reduce impacts.
- In the case of spaces in excess of 200m^2, shadow diagrams being submitted demonstrating the extent of sunlight access to the space at various times of the year.
- A landscape plan identifying the location, design, dimensions, levels, materials and colour of all soft and hard landscaping areas, ramps, seating and furniture.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including hours of operation and response to safety and security.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the space, treatment, facility or furniture are to be sustained over the life of the development.

Community benefits can only be measured when they provide a real benefit to the greater community, not just those living in the development. They also need to able to satisfy an actual community requirement and be under direct control of the City. We have seen many applications gain RAR support with so called community benefits which do not provide any real advantage to the greater community.

Public Amenities:

DRAFT

22.1.3 Provision of public facilities such as toilets, showers and sheltered bike storage

Intent:
Encourage the provision of high quality, usable and publically accessible amenities which contribute to the convenience, usability and accessibility of the centre.

Performance Criteria

- Facilities to be strategically located having regard to anticipated public demand or use.
- Any facilities must be freely available and accessible to the public at all times, where practical.
- Any facilities proposed must be located where there is significant identified or anticipated need for such a facility
- The design of any facilities must be of a suitable shape, size and proportion to be usable and comfortable
- The facilities are to be located adjacent to a street frontage or be immediately accessible from a street frontage and must be designed and maintained so that their availability for use by the general public at all practical times is obvious
- The design and location of any facility must have regard to safety (particularly at night) and opportunity for passive surveillance.
- The design of any facility must provide universal access
- Suitable evidence is provided with respect to the arrangements to secure the ongoing accessibility and acceptable levels of maintenance to the facility over the life of the development.

Required Documentation:
To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and perspectives of proposed facility, space, treatment or furniture.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including hours of operation and response to safety and security.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the space, treatment, facility or furniture are to be sustained over the life of the development.

Like Community Benefits toilets, showers and bike racks are only of benefit to the community when and where they are needed. These items should be provided by the City in locations and to a standard specified by need, and funded by contributions from developers.

Affordable Housing:

DRAFT

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

Intent:
Encourage the provision and retention of a diversity of housing types which are affordable and accessible to a wide section of the community.

Performance Criteria
- Affordable housing being to be strategically located having regard to needs and amenity of residents.
- The number of affordable dwellings provided responding to community needs and requirements and being of sufficient magnitude to ensure efficient ongoing management
- Suitable evidence is provided with respect to the arrangements to secure the ceding of the affordable housing to the Department of Housing or relevant not for profit organisation, including arrangements to secure the use for the life of the building.

Required Documentation:
To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:
- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Suitable documentation outlining how the affordable housing units are to be ceded and secured for the life of the development to the Department of Housing or other suitable organisation

Pedestrian Networks:

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.

Intent:
Encourage the provision of high quality, usable and publically accessible additions or enhancements to the pedestrian network which are strategically located and designed to contribute to the accessibility, walkability, connectivity, vibrancy, character and usability of the centre.

Performance Criteria
- Pedestrian linkages and facilities to be strategically located having regard to anticipated or desired public demand or use.
- Any pedestrian link and associated spaces and/or furniture must be freely available and accessible to the public at all times, where practical.
- The design of any pedestrian link and associated space, treatment or furniture must be of a suitable shape, size and proportion to be usable and comfortable
- The design of any pedestrian link and associated space, treatment or furniture must be designed and maintained so that its availability for use by the general public at all practical times is obvious

DRAFT

- The design of any pedestrian link and associated space, treatment or furniture must incorporate activity and opportunity for passive surveillance to make the space interesting, attractive and safe for the public.
- The design of any pedestrian link and associated space, treatment or furniture must be designed to maximise opportunity for solar access, whilst providing some shade and protection from rain and wind.
- The design of any pedestrian link and associated space, treatment or furniture must include high quality materials and include attractors such public art and place making initiatives.
- The design of any pedestrian link and associated space, treatment or furniture must ensure the safety and security of users particularly at night. The layout of the space must have regard to entry/exit points, opportunities for passive surveillance, landscaping design and lighting.
- The design of any pedestrian link and associated space, treatment or furniture must provide universal access
- The pedestrian link and associated space, treatment or furniture must be ceded free of cost to the City or secured for public access and enjoyment for the life of the development via an alternative arrangement, such as an easement.
- The pedestrian link and associated space, treatment or furniture must be managed and maintained to a high standard by the landowner
- Suitable evidence is provided with respect to the arrangements to secure the ongoing accessibility and acceptable levels of maintenance to the space, treatment or furniture over the life of the development.

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance requirements.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and coloured perspectives of proposed space, treatment or furniture.
- In the case of public spaces in excess of 200m^2, a wind impact assessment prepared by a suitably qualified consultant demonstrating satisfactory conditions within the space and outlining measures employed to reduce impacts.
- In the case of spaces in excess of 200m^2, shadow diagrams being submitted demonstrating the extent of sunlight access to the space at various times of the year.
- A landscape plan identifying the location, design, dimensions, levels, materials and colour of all soft and hard landscaping areas, ramps, seating and furniture.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including hours of operation and response to safety and security.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the space, treatment, facility or furniture are to be sustained over the life of the development.

View Corridors:

DRAFT

22.1.6 Provision of view corridors and/or mid-winter sunlight into adjacent properties, particularly where public spaces are provided.

Intent:
Encourage developments which are designed to maximise availability of view corridors throughout the precinct and to maximise solar access to adjacent properties, particularly where public spaces are provided.

Performance Criteria

- Buildings, in particular upper levels, being positioned, setback from boundaries and designed in a manner which minimises building bulk and maximises opportunities for view corridors from vantage points within and outside of the precinct having regard to the location of existing and proposed buildings.
- Buildings positioned and designed in a manner which maximises the access to mid-winter natural sunlight particularly to public spaces on site, on nearby streets and on adjacent properties.

Required Documentation:
To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance requirements.
- Plans, elevations, cross sections of the proposed development and including detail of existing and proposed developments on adjacent properties with sensitive areas (such as public spaces, outdoor living areas, major openings, solar collectors and balconies) identified.
- Shadow diagrams demonstrating the extent of sunlight access to adjoining properties and public spaces at various times of day and at various times of the year, with emphasis on the enhancement to solar access as a result of the proposed design.
- View corridor analysis including cross sections, perspectives, 3D modelling etc identifying existing and proposed developments and demonstrating the impact of the proposed developments on vistas and views of significance

Community Meeting Facilities:

22.1.7 Provision of community, communal and/or commercial meeting facilities.

Intent:
Encourage the provision of strategically located, high quality, usable facilities that respond to the needs of the precinct and which contribute to wellbeing vibrancy, diversity and vitality of the community.

Note:
For the purposes of the Policy the term community, communal and commercial are defined as follows:
Community – a meeting space which is available to be used for short or long term by a member of the public or a community organisation for a non-commercial purpose
Communal – a meeting space used for commercial or non-commercial purposes for use predominantly by residents or occupants of the building or site, with opportunity for use by the general public.
Commercial – a meeting space available for use short term or long term by any entity for commercial purposes

DRAFT

Performance Criteria

- The need for the facility or space is suitably demonstrated in terms of existing or anticipated community and/or commercial demand.
- The facility is strategically located within the precinct having regard to identified public demand and location of other community facilities
- Merit of the operational focus of the proposed facility as community, communal or commercial to be assessed in terms of benefit and need having regard to the overall ongoing benefit to the community
- Facilities intended for public or community use to be designed so that their availability for use for that purpose is obvious and comfortable.
- Facilities intended for public or community use to be managed to ensure their ongoing availability for use for that purpose.
- The design of any facility must be of a suitable shape, size and proportion having regard to the identified purpose or need.
- The design of any facility or space must provide universal access
- The facility or space must be managed and maintained to a high standard by the landowner
- Suitable evidence is provided with respect to a robust management model that for the life of the development satisfactorily secures:
    - ongoing access to the facility for the identified community purposes, or transition to other community purposes if required
    - maintenance arrangements
    - apportionment of costs for acquisition, operating and maintaining of the facility.

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

The same applies to this element as the comments on 22.1.3

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and perspectives of proposed facility or space.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including arrangements for items such as ongoing expenses, building management fees and change of occupancy.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the space, facility or furniture are to be administered and sustained over the life of the development.

Hotel:

22.1.8 The development comprises a hotel.

Intent:

DRAFT

Encourage the provision of land use to promote economic development of the precinct, support diversity of accommodation in the precinct and to specifically contribute to development of the precinct as a centre for tourism, business and commerce.

Performance Criteria

- Hotel land uses being strategically located having regard to the precinct's attractors and the needs and amenity of hotel guests.
- In the case of mixed developments the hotel land use being designed to minimise conflict between uses including a separate lobby for the hotel use and hotel activity being on a separate floor to standard residential/apartment accommodation.
- Hotel land use to be of high quality and of sufficient scale to respond to market demand and to ensure its ongoing viability.
- Hotel land use to include the following minimum standard:
    - lobby/reception area
    - back of house facilities and support services to ensure a fully serviced hotel operation
    - bathroom facilities within each guest room

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location

Aged Care:

22.1.9 The development comprises an aged care facility

Intent:

Encourage the provision and retention of a diversity of aged care accommodation types and/or direct aged care support services which supports the growth of the centre, recognises the strategic location of the precinct and responds to the demands of the ageing demographic in the region.

Performance Criteria

- Aged care facilities being strategically located having regard to needs and amenity of residents.
- The number and type of aged care dwellings/beds provided responding to community needs and requirements and being of sufficient magnitude to ensure efficient ongoing management
- The aged care facility being operated by a recognised and appropriate provider.
- The aged care facility being designed and operated in a manner which provides opportunity for high levels of integration between occupants of the facility and the wider precinct
- The aged care facility includes active street frontages and uses or spaces within the site which are accessible by the wider community

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.

DRAFT

- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Suitable documentation demonstrating the proposed facility is to be operated by a suitable aged care provider and how these operational arrangements will be secured for the life of the development.

Road Widening:

22.1.10 Where development is located adjacent to Canning Highway and where road widening is required; the applicant proposes to cede land free of charge to the State of Western Australia for the purposes of road widening.

Intent:
To support the timely and efficient acquisition of land required for road widening to facilitate access and transport initiatives on roads such as Canning Highway.

Performance Criteria

- Land identified for road widening purposes is ceded to the State free of charge or suitable arrangements put in place which secure the ceding of the widening at an identified later date.
- Proposals providing for the upgrading, enhancement and maintenance of the identified road widening land for the purposes of public space and/or landscaping until such time as the road widening land is required.
- Suitable evidence is provided with respect to the arrangements to secure the enhancement, ongoing maintenance and accessibility of the road widening land in the period prior to the land being required.

This deviation from the original CBACP text is poor planning. There is no need to "add back" ceded land for area calculation. We have seen proposals for 60% and 100% height bonus gain RAR support where the final lot size falls below the minimum for height bonus consideration. The "INTENT" of this element is to make land acquisition cheaper, but it is at the cost of cramming oversized developments onto undersized lots.

Required Documentation:
To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the ceding of identified land is to be secured and detailing maintenance responsibilities of the road widening land should the taking of the land be deferred.

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

Intent:
To encourage the timely and efficient provision of public car parking spaces within precinct as part of the effective management of parking resources, with a view to ensuring sufficient off street parking for visitors to the precinct.

Performance Criteria

- The parking spaces to be made available for public use are to be strategically located within the precinct having regard to identified or anticipated public demand and location of other public parking facilities
- Proposed public parking spaces being designed and located so that they are easily accessible by the public and that availability for use by the public is obvious and maintained.
- Proposed public parking spaces being ceded to the local government or suitable alternative arrangements put in place which secures the permanent availability of the bays for the life of the development.
- Proposed public parking spaces are designed and located so as to minimise conflict with other uses and their operation will not adversely impact on the wider road network.
- The number of car parking spaces provided responds to community needs whilst being of sufficient magnitude to ensure efficient ongoing management
- Suitable evidence is provided with respect to a robust management model that for the life of the development that satisfactorily secures:
    - ongoing public access to the applicable parking spaces
    - maintenance arrangements
    - apportionment of costs for acquisition, operating and maintaining of the facility.

Required Documentation:

To enable assessment of the proposed community benefit elements the applicant shall submit the following information with the development application:

- A comprehensive planning report addressing all of the performance criteria.
- Suitable documentation demonstrating the strategic, community and/or economic need for the particular community benefit/bonus item in the proposed location
- Plans and perspectives of proposed car parking facilities.
- Where required by the City, an access statement undertaken by a suitable consultant, demonstrating the space's compliance with universal access principles and the obligations of the Disability Discrimination Act.
- A management plan demonstrating how the space is to be operated and maintained including hours of operation and response to safety and security.
- Details of land tenure and land administration arrangements demonstrating how the requirements and responsibilities relating to the parking spaces are to be secured and sustained over the life of the development.

DRAFT

Desired Outcomes with Opportunity to Exceed Base Requirements:

The CBACP Bonus Provisions include a requirement for all relevant Desired Outcomes to be met or exceeded. Regard to the awarding of bonuses will be had where an applicant can demonstrate that the requirements of relevant Desired Outcomes of all Elements has been exceeded. The strategic merit of the particular desired outcome and the magnitude of achievement over the required standards will be taken into account in assessment of bonus proposals. It is noted that many of the outcomes sought by items identified in Elements 21 and 22 are related to the achievement or exceeding of requirements relating to Desired Outcomes. Accordingly, where applicable, an applicant may be able to draw upon an example of exceeding the requirement of a Desired Outcome to support and demonstrate achievement of items under Elements 21 and 22. Exceeding of relevant Desired Outcomes will also be required to be demonstrated where an application seeks a building height over the identified "Threshold to Bonus Height"

The following sections lists the relevant Desired Outcomes identified in the CBACP. Opportunities for a proposal to demonstrate exceptional levels of achievement through exceeding of the required Desired Outcome are identified.

DO1.1 and 1.2 Land Use
Opportunities for exceptional achievement:

- Provision of land uses which provide high levels of activity, interest and vibrancy to all ground floor areas
- Provision of office accommodation at levels other than ground floor

DO2 Form and Mass
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D02

DO3 Heights
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D03

DO4 Street Setbacks
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D04 including greater than required setbacks to upper levels, inclusion of roof top terraces, green walls and gardens at various levels,

DO5 Side and Rear Setbacks
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D05, over and above the requirements of Elements 21 and 22 and including minimising of overlooking, overshadowing and maintaining of view corridors.

DO6 Linking Pathways
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D06 including particular demonstration of providing active, vibrant and protected frontages where development abuts identified linking pathways.

DO7 Canning Highway

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D07 including particular demonstration of design measures responding to the Highway location and providing active, vibrant and protected frontages for pedestrians.

DO8 Landmark Buildings

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D08 including particular demonstration that design measures acknowledge and respond to the sites landmark status.

DO9 Facades

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D09 including particular demonstration of fine grain responses to create pedestrian interest including attention to land use placement, signage, glazing and window displays.

DO10 Landscaping

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D010 including particular attention to provision of open spaces at ground or podium level, tree plantings at ground or podium level, deep soil zones to accommodate mature plantings and achievement of landscaping in excess of the identified standard of 75%.

DO11 Sustainability

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D011, over and above the requirements of Elements 21 and 22 and including particular attention to items such as provision of car pooling/car sharing operations, provision of end of trip facilities and electric car charging facilities in excess of the standards identified in the CBACP.

DO12 Acoustics

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D012 including particular attention to items such as providing noise and vibration attenuation measures beyond existing legislated standards.

DO13 Adaptability

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D013

DO15 Level Changes

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D015

DO17 Public Art

Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D017 and including art installations beyond the cap identified in the CBACP.

DRAFT

DO18 Parking
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D018 and including attention to the location and appearance of parking and the provision of bicycle parking/storage and parking for scooters and motorcycles.

DO19 Servicing and Functionality
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D019

DO20 Safety
Opportunities for exceptional achievement:

- Specific response to aspirational items listed in D020 and including submission of documentation outlining safety measures incorporated into the development from a CEPTED (Crime Prevention Through Environmental Design) viewpoint.

Required Documentation:
To enable assessment of the extent to which a proposal exceeds the requirements of a relevant Desired Outcome the applicant shall submit the following information with the development application:

- A comprehensive planning report, plans, sections or data demonstrating the exceeding of the particular Desired Outcome.

DRAFT

References that may be applicable to this Policy

Legislative Requirements:	Planning and Development Act 2005
Procedure, Process Maps, Work Instructions:	Planning Application Directorate Procedure
Other Plans, Frameworks, Documents Applicable to Policy:	Canning Bridge Activity Centre Plan
Delegated Authority No:	DA-020: Planning and Related Matters

ORIGIN/AUTHORITY **Item No.**
Ordinary Meeting of Council 19 March 2019 P19/3805

Reviews

DRAFT

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 4:15:20 PM

Hi,

My name is [redacted], I live in [redacted] in [redacted].
I am a frequent visitor to the Applecross region.

With reference to the current advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan, please see my thoughts below.

Threshold Limits to Bonus Heights
I do not support the introduction of threshold heights.
This could undermine the intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for the existing investment within the precinct.

Removal of Height Limits in Metres
This will not facilitate the best design outcomes. Height limits in metres should be removed as they limit design potential.

Environmentally Sustainable Design - 6 Star Green Star
The 6 Star Green Star target is costly and very difficult to achieve.

Exceeding Desired Outcomes to Achieve Development Bonus
The draft Policy requires the 'Desired Outcomes' to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance.
There is minimal guidance on the amount of community benefit required to unlock building height.

Minimum lot sizes to achieve any development bonuses.
I do not support an increase in the minimum lot sizes in the draft Policy.

Conclusion
Overall, the draft policy does not provide any greater clarity on the bonus provisions. A more robust methodology is needed to give developers certainty.
Greater certainty will ultimately encourage the preferred outcomes of the CBACP to be achieved.

Thanks,

[redacted].

[redacted]

Via email canningbridge@melville.wa.gov.au

7th May 2019

Chief Executive Officer
City of Melville
Locked Bag 1
BOORAGOON WA 6954

Dear Sir

[redacted]

SUBMISSION ON PROPOSED LOCAL PLANNING POLICY "BONUS BUILDING HEIGHT PROVISIONS FOR THE CANNING BRIDGE ACTIVITY CENTRE PLAN"

This submission on the proposed Local Planning Policy "Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan" is made on behalf of the ownership group of the consolidated landholdings on [redacted]

The objective of the proposed Policy to provide greater clarification around the award of bonus height within the Ogilvie and Kintail Quarters of the Canning Bridge Activity Centre Plan (CBACP) is supported. However, we believe that various elements of the draft Policy require review and modification before it is adopted by Council to guide development.

1. The objective of the CBACP to encourage high quality development in the right locations within Applecross and thereby protect the surrounding suburban setting is supported. The draft Policy could go further in refining the disposition of height depicted in the CBACP by providing a more explicit focus on the areas that can accommodate additional height and development without compromising the amenity of lower intensity areas.

2. The central area adjacent to Canning Highway presents the best opportunity for the intensification of development. Construction is well progressed on a number of substantial development proposals, which demonstrate that this scale of development works, and that building height should not be the core focus of assessment in this location. Development in the secondary band of the M15 zone away from Canning Highway would continue to be subject to the direction provided in the CBACP and the draft Policy for the consideration of bonus height to manage the interface with adjacent areas.

3. In the core zone, the draft Policy could further incentivise the amalgamation of land to provide greater certainty and thereby stimulate development in this key location. For land adjacent to Canning Highway this could be achieved by amending the 'Lot Size Capability' criteria to directly link additional development entitlements with consolidation, rather than these only being criteria for achieving bonus height. As alluded to in the draft Policy, this acknowledges that larger sites, correctly located (and sensitively planned) can correctly manage the interface with adjacent areas and mitigate amenity impacts.

4. Continuing to assess height by reference to metres will not facilitate the best design outcomes. Assessment in storeys is more appropriate in areas where height must be measured at all. Height references in the draft Policy result in an average of 3.2 metres per floor, which is not ideal for commercial applications, podium levels or premium residential apartments. The Design Guidance at Element 4.3 of the "Residential Design Codes Volume 2 – Apartments" (Apartment Guide) notes the desirability of providing ceiling heights of 3.3 metres or more at ground floor and this can equally apply to other floors in higher quality developments. References to metres should tbe removed as an assessment criterion to facilitate greater design flexibility and improve outcomes.

[redacted]

5. Many of the performance criteria require the provision of additional technical reporting, management plans and the preparation of strategic assessments. In our view many of these requirements will add significant time, cost and complexity to individual applications, without necessarily contributing to better on-ground outcomes. The criteria should be simplified and streamlined so that additional reporting has a direct link to improving built outcomes rather than being a pre-requisite for rationalising development.

6. Uncertainty could be avoided in a number of instances by converting performance criteria into quantifiable metrics rather than generic design guidance. Baseline requirements for various criteria can be derived from existing studies and assessments. For instance, the provision of affordable housing and aged care targets could be taken from the City's 2018 Local Housing Strategy, ensuring that satisfaction of the criteria result in a meaningful response to housing need within the area.

7. Requirements in the proposed Policy should also be vetted to align with the WAPC's recently adopted Apartment Guide. Ensuring an appropriate interplay between the Design Elements of the CBACP and the more contemporary Design Elements of the Guide will contribute to better design outcomes in the Precinct and provide a clearer assessment pathway for applicants and approval authorities.

8. In relation to the additional criteria for proposals exceeding the 'Bonus Height Thresholds', further clarification is required regarding the implications of achieving a 6 Star Green Star Rating before this criterion is included. As Green Star is a proprietary assessment tool, and we are not aware of any current Australian examples of large scale 6 Star Green Star rated apartments that could be reviewed, there is significant uncertainty what this requirement means in practice. The City should make available the supporting data that clarifies the anticipated requirements and potential costs to demonstrate that the proposed increase from 5 Star to 6 Star is practically achievable and does not preclude high quality development.

9. The preparation of a Register of Bonus Provisions to promote greater transparency and consistency in the award of bonus height and the type of community benefit provided is supported.

10. Providing the infrastructure to support the transformation proposed in the CBACP will be a core part of its successful delivery and the community's support for change. The City should undertake pro-active, ongoing engagement with relevant State and Federal agencies (including Infrastructure Australia, MRWA, Dept Transport, PTA and the Metronet team) to seek funding commitments towards the public transport infrastructure and critical upgrades to Canning Highway and Canning Bridge that underpin the CBACP.

Thank you for the opportunity to provide feedback on the draft Policy. It is important that while further work on the draft Policy progresses this should not prevent the continued consideration and approval of appropriate development applications within Applecross.

Should you wish to discuss any of the above please do not hesitate to contact the undersigned on [redacted].

Yours sincerely,

[redacted]

[redacted]

[redacted]

[redacted]

From: [redacted]
To: CanningBridge
Subject: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 4:37:56 PM

To Whom it May Concern,

I note The City of Melville is current advertising a draft Building Bonus Height Provisions I welcome the opportunity as a visitor to the area and potential investor or future resident to provide my comments.

1. **Threshold Limits to Bonus Heights**
I am not in favour of the introduction of threshold heights. The proposed threshold heights have the potential to undermine the original intent of the Canning Beach Activity Centre Plan and it would be a very poor outcome if the area becomes less attractive or nonviable to develop and the area becomes embroiled in similar issues to those faced but some other nearby precincts.

2. **Removal of Height Limits in Metres**
Restricting the height of developments to a specific number of metres may not facilitate the best design outcomes. Height limits in metres should be removed as they limit design potential, the height should be one factor of consideration.

3. **Environmentally Sustainable Design - 6 Star Green Star**
As someone who has qualified as a Green Star Accredited Professional I would suggest it is thoroughly unrealistic to require 6 Star Green Star. All the buildings in the precinct shouldn't be required to meet "Worlds Best Practice" design, if this is even possible on every site. The current 5 star Green Star requirement is identified as “Australian Excellence” and this should be more than adequate.

4. **Exceeding Desired Outcomes to Achieve Development Bonus**
The draft Policy requires the ‘Desired Outcomes’ to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance. It becomes difficult for all stakeholders if there are not some reasonably clear guidelines.

5. **Minimum lot sizes to achieve any development bonuses.**
Increasing the minimum lot sizes in the draft Policy will not provide better design outcomes, again adequate flexibility should be provided for in order to achieve the best for the precinct.

Conclusion
As noted above the draft policy does not provide any greater clarity on the bonus provisions. Better design and development outcomes will be achieved if greater certainty can be provided to all the stakeholders.

Kind Regards,

[redacted]

[redacted]

07 May 2019

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

Attention: Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN: BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The City of Melville is current advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan. Please see my response below:

1. Threshold Limits to Bonus Heights

- I do not support the introduction of threshold heights. The proposed threshold heights have the potential to undermine the original intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for the existing investment within the precinct.

2. Removal of Height Limits in Metres

- The assessment of height by reference to metres will not facilitate the best design outcomes. Height limits in metres should be removed as they limit design potential.

3. Environmentally Sustainable Design - 6 Star Green Star

- The 6 Star Green Star target is costly and potentially unachievable. The current 5 star Green Star requirement is identified as “Australian Excellence”.

4. Exceeding Desired Outcomes to Achieve Development Bonus

- The draft Policy requires the ‘Desired Outcomes’ to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance.
- There is minimal guidance on the amount of community benefit required to unlock building height.

5. Minimum lot sizes to achieve any development bonuses.

- I do not support an increase in the minimum lot sizes in the draft Policy. There are numerous constraints that will intrinsically limit building heights within the precinct.

Conclusion

Overall, the draft policy does not provide any greater clarity on the bonus provisions. A more robust methodology is needed to give the developer certainty. Greater certainty will ultimately encourage the preferred outcomes of the CBACP to be achieved.

Yours Sincerely,

[redacted]

From:	[redacted]
To:	CanningBridge
Cc:	Steve Cope; Marten Tieleman; Minister.Templeman@dpc.wa.gov.au; Cr Steve Kepert; Cr June Barton
Subject:	LPP
Date:	Tuesday, 7 May 2019 4:39:16 PM

I am writing in relation to the Local Planning Policy. I believe the LPP needs to be rejected.

The draft LPP does not address my, and many other community members' concerns some of which are outlined below. Further the City planners have ignored the residents and the Council and developed an LPP with the interests of developers rather than residents as their focus.

The Planning Department is not listening to residents' concerns. As it is outlined in the draft, the character and amenity of Applecross and Mount Pleasant will be placed at risk, as well as the integrity of our planning process. In addition to many issues raised in the past, a congested and dense community produces many problems including social and mental health issues.

The LPL should not be accepted because :

1. The LPP is proposing a default height bonus height of 50% (a minimum of 15 storeys) in the M10 area and 66.7% (minimum 25 storeys) in the M15 area provided the developer jumps a few (pretty low) hurdles. For very little extra effort, a developer can rely on 15 storeys in the 10 storey M10 area, and 25 storeys in the 15 storey zone. No rationale is given for the figures of 50% and 66.7%.
2. Even worse, by passing another small test, developers can achieve height bonuses to exceed 15 storeys in M10 and 25 storeys in M15. THERE IS NO EFFECTIVE HEIGHT LIMIT. No-one (at least not with a straight face) can tell us that this was the intention of the CBACP – certainly not as it was explained to residents at the time.
3. On a more technical issue it appears that they are trying to use the LPP to change the CBACP with respect to minimum lot sizes. If a developer gives up land for road widening and the development is on Canning Highway the land can be added back when calculating the minimum lot size, but under the CBACP this only applies to land on Canning Highway. The LPP, perhaps illegally, seeks to extend this concession to all developments in the CBAC. This was an issue with both of the M10 developments that were refused by Council and the JDAP (despite the planning officers recommending approval).
4. The LPP was required by the DAP and the Council to clarify the assessment of Bonus Height provisions – how much "exemplary design" and "community benefit" qualifies the development for each storey of bonus height? This requires some objective scale for assessment. Instead of this, the assessment criteria remain arbitrary and subjective. In the absence of objective criteria, the assessment process remains "at the discretion" of decision makers, which fails to protect the interests of developers or ratepayers against corrupt or incompetent assessments.

In summary, the LPP needs to be rejected.

Yours sincerely,

[redacted]

Sent from Outlook

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

07th of May 2019
Attention: Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN: BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The City of Melville is presently advertising draft building bonus height provisions that seek to limit the possible development of the current plan.

Please consider my response below.

A. Removal of height limits in metres
   The assessment of height by reference to metres will not facilitate the best design outcomes. Height limits in metres should be removed as they limit design potential.

B. Environmentally Sustainable Design - 6 Star Green Star
   There are few examples of 6 Star Green Star rated multi-residential buildings in Australia, and in my experience I have never seen a planning scheme call for such a high sustainability rating. I think that this will stop a significant number of applicants from seeking height bonuses which in turn will see less of the other associated community benefits being provided, negatively impacting the amenity of the precinct. In my opinion the current requirement for a minimum 5 Star Green Star Rating should be upheld to achieve bonus height.

C. Minimum lot sizes to achieve any development bonuses.
   I do not support an increase in the minimum lot sizes in the draft Policy. There are numerous constraints that will intrinsically limit building heights within the precinct.

To conclude, the new draft policy does not provide any clear improvement to the bonus provisions. A stronger methodology is required to provide the developer certainty. I ultimately encourage the preferred outcomes of the CBACP to be realized.

Sincerely,

[redacted]

07 May 2019

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

Attention: Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN: BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The City of Melville is current advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan. Please see my response below:

1. Threshold Limits to Bonus Heights

- I do not support the introduction of threshold heights. The proposed threshold heights have the potential to undermine the original intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for the existing investment within the precinct.

2. Removal of Height Limits in Metres

- The assessment of height by reference to metres will not facilitate the best design outcomes. Height limits in metres should be removed as they limit design potential.

3. Environmentally Sustainable Design - 6 Star Green Star

- The 6 Star Green Star target is costly and potentially unachievable. The current 5 star Green Star requirement is identified as “Australian Excellence”.

4. Exceeding Desired Outcomes to Achieve Development Bonus

- The draft Policy requires the ‘Desired Outcomes’ to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance.
- There is minimal guidance on the amount of community benefit required to unlock building height.

5. Minimum lot sizes to achieve any development bonuses.

- I do not support an increase in the minimum lot sizes in the draft Policy. There are numerous constraints that will intrinsically limit building heights within the precinct.

Conclusion

Overall, the draft policy does not provide any greater clarity on the bonus provisions. A more robust methodology is needed to give the developer certainty. Greater certainty will ultimately encourage the preferred outcomes of the CBACP to be achieved.

Yours Sincerely,

[redacted]

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

07 May 2019

Attention: Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN: BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The City of Melville is currently advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan. Please see my comments below:

1. Threshold Limits to Bonus Heights
- I do not support the introduction of threshold heights. The proposed threshold heights have the potential to undermine the original intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for the existing investment within the precinct.

2. Removal of Height Limits in Metres
- The assessment of height by reference to metres will not facilitate the best design outcomes. Height limits in metres should be removed as they limit design potential.

3. Environmentally Sustainable Design - 6 Star Green Star
- There are few examples of 6 Star Green Star rated multi-residential buildings in Australia, and in my experience I have never seen a planning scheme call for such a high sustainability rating. I think that this will stop a significant number of applicants from seeking height bonuses which in turn will see less of the other associated community benefits being provided, negatively impacting the amenity of the precinct. In my opinion the current requirement for a minimum 5 Star Green Star Rating should be upheld to achieve bonus height.

4. Exceeding Desired Outcomes to Achieve Development Bonus
- The draft Policy requires the 'Desired Outcomes' to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance.
- There is minimal guidance on the amount of community benefit required to unlock building height.

5. Minimum lot sizes to achieve any development bonuses.
- I believe that the proposed increase of minimum lot size is contradictory to the policies objective to create buildings that are consistent with the scale desired for the Centre, and will instead lead to much larger and bulky developments with larger floor plates that are out of scale with the majority of the precinct.

Overall, the draft policy does not provide any greater clarity on the bonus provisions. A more robust methodology is needed to give the developer certainty. Greater certainty will ultimately encourage the preferred outcomes of the CBACP to be achieved.

Thank you for your time,

[redacted]

[redacted]

[redacted]

06 May 2019

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

Attention: Gavin Ponton

RE: COMMENT ON PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN – BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

This letter outlines [redacted] feedback on the proposed Bonus Provisions contained within the Canning Bridge Activity Centre Plan (CBACP). We are the applicant for 4 significant projects within the precinct and our comments are reflective of the substantial experience we have working with both the current Local Planning Scheme (LPS) and with other LPSs (South Perth Special Control Area) that offer bonus building heights when specific performance criteria are met.

In principle [redacted] are generally supportive of the proposed provisions that begin to provide more certainty for applicants on permissible building heights. We do believe the wording of the Policy Statement somewhat demotes building height proposals above the threshold heights without supporting information. Our comprehensive feedback is listed below:

1. **Bonus Height:**

- There is a negative undertone regarding building heights above the 'maximum bonus heights.' Wording used such as *'building height is likely to be considered inconsistent with the Desired Outcomes'* inherently discourages applications to go beyond the maximum bonus heights when the scheme contemplates unlimited building heights.
- The existing strategic planning framework contemplates very tall buildings and unlimited building heights (CBACP Feb 2016) while the wording in the proposed amendment intimates height caps as 'maximum bonus heights.'
- The respective 50% and 66% bonus' for M10 & M15 Zones seems arbitrary; there is no reasoning or justification in the text as to why a lesser bonus is deemed appropriate for the M10 Zone. Previous approvals within the M15 Zone have achieved significant height variations over and above 66%.
- The maximum number of storeys and building height limits in meters are not particularly compatible. Consideration should be given to the increased floor to floor dimensions of high-end apartments, Design WA provisions, greater floor to floor requirements within podiums,

diverse community benefit uses deserving of greater ceiling heights and general exemplary design requirements- refer to Diagram A enclosed. It is suggested that references to meters should be removed to allow greater flexibility in the configuration of respective storey heights.

2. 6 Star Green Star

- We believe a '6 Star Green Star' rating is too onerous and will completely discourage applicants from pursuing height above the Building Threshold height limits. Similar planning schemes that allow height bonuses typically require a 5 Star Green Star rating to be achieved as this is considered 'Australian Excellence' under the Green Building Council of Australia.
- There are very few examples of 6 Star Green Star residential buildings in Australia and we are not aware of other planning frameworks requiring such a high standard for sustainable design in residential buildings.
- The costs associated with achieving a 6 Star Rating are not viable for majority of residential developments.

3. Lot Size Capability

- We believe the minimum lots areas required to achieve a greater building height are excessive. It should be noted that these are approximately double that of the current South Perth Special Control Area requirements to warrant height variations.
- There are a multitude of site constraints (car parking, basement construction, water table, setbacks etc.) that will intrinsically limit building heights within the precinct; enforcing such large minimum lot areas only promotes larger floor plates and bulkier buildings.
- It is possible to design tall slender buildings on considerably smaller sites that maximise view corridors and mitigate amenity impacts; this policy amendment stifles innovative design in this respect.

4. Element 22 – Community Benefit Considerations

- The wording of the proposed scheme text suggests that additional community benefits should be proportional to the additional development being proposed:

  'The proposed development satisfactorily responds to and achieves the requirements of at least six of the sub elements listed under Element 22 of the Canning Bridge Activity Centre Plan in proportion to the additional development being proposed.'

  The scheme text continues under Element 22 to address the proportionality between *'community benefit and the amount of additional building height.'* We believe it's far more reasonable for the provisions to cap Gross Building Area (GBA) in lieu of maximum heights. Then community benefits are used to achieve variations to GBA where proportionality can be applied. This will likely improve built form outcomes, view corridors, floor plate depths and innovative design. Rather than focusing on maximum heights, we encourage council to consider the volumetric implications of the proposed provisions on applications. Please refer to Diagram B enclosed for a comparative study to this point.

- While proportionality between community benefit and bonus height is raised, we don't believe the draft provisions are particularly considered or go into enough detail in this area.

For example, there may not be any future requirement for additional community meeting facilities or aged care facilities as these uses will probably be exhausted in earlier proposals. This will quickly limit applicants' ability to meet multiple sub-elements when the list so limited.

- We suggest that additional community benefits, not currently listed in the LPP should be considered and qualified by an independent expert prior to development applications being lodged. The precinct is undergoing substantial change and there are a multitude of potential provisions that could benefit the community in years to come.
- We believe it would be helpful to quantify the extent of community benefit to determine if this is commensurate with the variation in development potential of the site. The proposed scheme reads as a series of 'tick box' provisions that are difficult to quantify.
- Would council consider a points/ monetised based system to be implemented for community benefits (South Perth Town Planning Scheme No.6, Proposed Scheme Amendment No.61) to provide a more specific measure that applicants and assessors can work towards.

Please do not hesitate to contact me if you require further information.

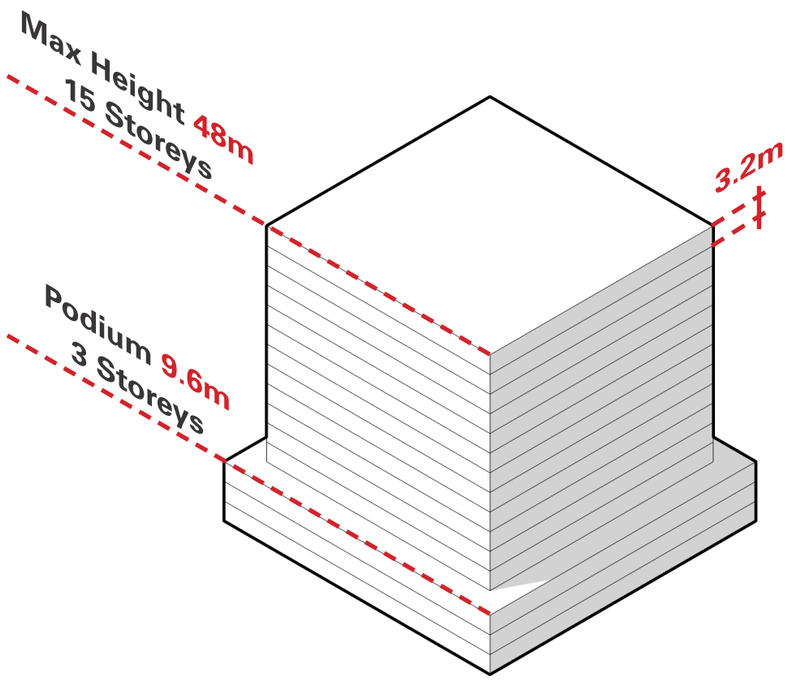
Yours Faithfully,

[redacted]

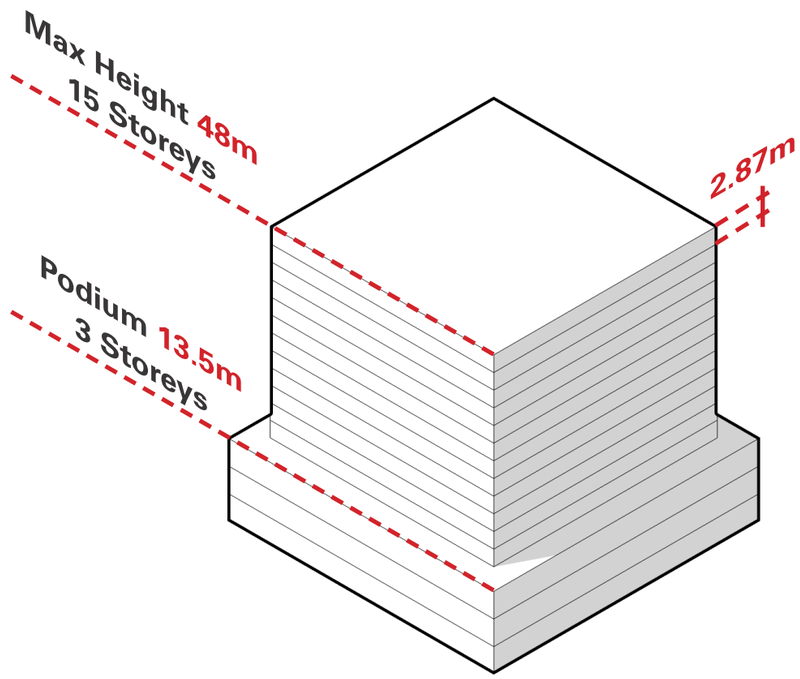
Enc:

1. Diagram A: Floor to floor heights
2. Diagram B: Volumetric/ GBA comparative schemes

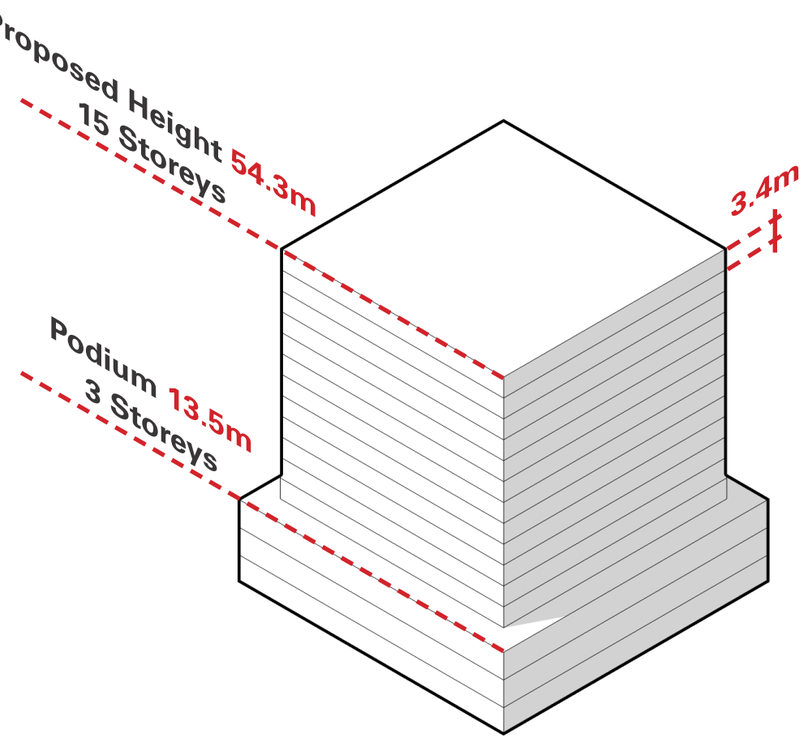
Diagram - A



1 Guideline scheme with every floor height divided evenly throughout. The floor to floor height is 3.2m.

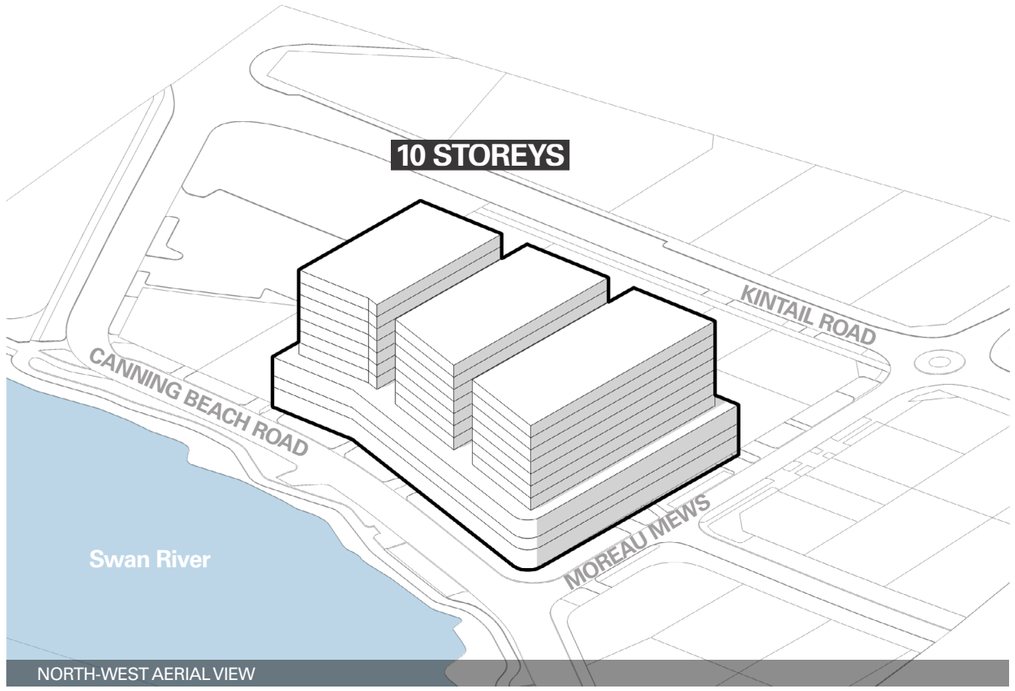


2 Guideline scheme with 13.5m podium, to achieve a max building height of 48m, the tower floor to floor height is 2.87m.

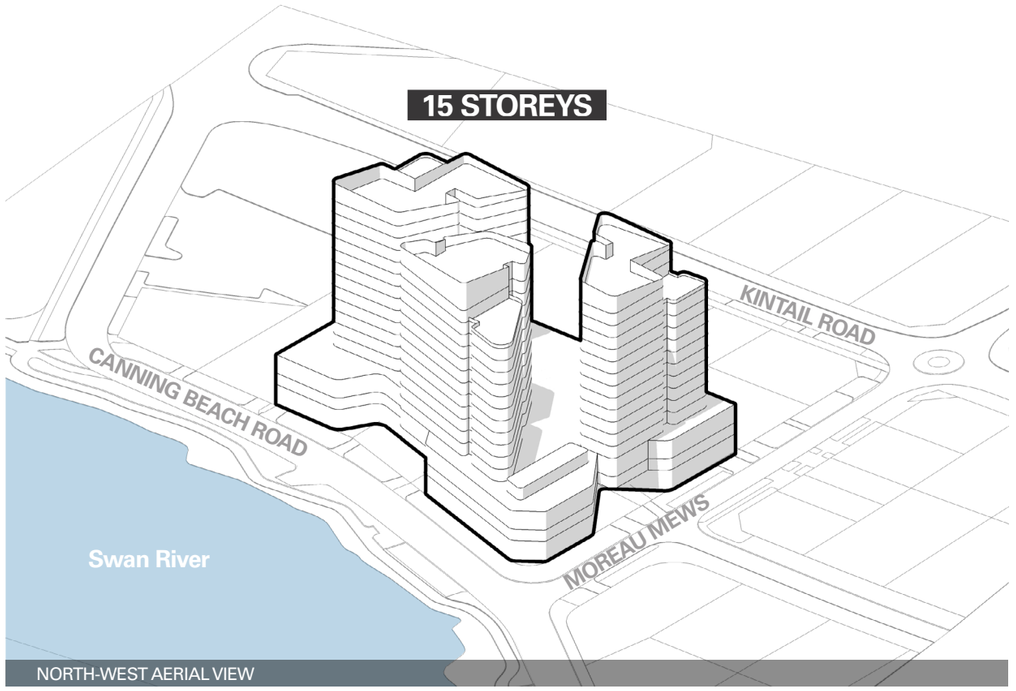


3 Proposed scheme with 13.5m podium and floor to floor height for the tower is 3.4m. The total height is 53.1m.

Diagram - B



Guideline scheme GBA 50,172m²



Proposed scheme GBA 50,172m²

07 May 2019

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

Attention: Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN: BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The City of Melville is currently advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan. Please see my response below:

Threshold Limits to Bonus Heights
I do not support the introduction of threshold heights. The proposed threshold heights have the potential to undermine the original intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for the existing investment within the precinct.

Removal of Height Limits in Metres
The assessment of height by reference to metres will not facilitate the best design outcomes. Height limits in metres should be removed as they limit design potential.

Environmentally Sustainable Design - 6 Star Green Star
With few examples of 6 Star Green Star rated multi-residential buildings in Australia, and in my experience I have never seen a planning scheme call for such a high sustainability rating. I think that this will stop a significant number of applicants from seeking height bonuses which in turn will see less of the other associated community benefits being provided, negatively impacting the amenity of the precinct. In my opinion the current requirement for a minimum 5 Star Green Star Rating should be upheld to achieve bonus height.

Exceeding Desired Outcomes to Achieve Development Bonus
The draft Policy requires the 'Desired Outcomes' to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance. There is minimal guidance on the amount of community benefit required to unlock building height.

Minimum lot sizes to achieve any development bonuses.
The increased minimum lot size is an unnecessary provision due to the many other parameters that limit building height; such as the amount of car parking able to be

accommodated on the site, viability of basement construction and required setbacks. These constraints serve to regulate and limit building heights, and it is my opinion that the minimum lot sizes should remain as in the current bonus provisions.

Conclusion

Overall, the draft policy does not provide any greater clarity on the bonus provisions. A more robust methodology is needed to give the developer certainty. Greater certainty will ultimately encourage the preferred outcomes of the CBACP to be achieved.

Yours Sincerely,

[redacted]

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 4:48:16 PM

---

07 May 2019

Manager Strategic Urban Planning

City of Melville

10 Almondbury Rd,

Booragoon WA 6154

Attention: Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN:

BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The City of Melville is current advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan. My interest in the area is that of a visitor.

See my response below as follows:

<!--[if !supportLists]-->**1.** <!--[endif]-->**Threshold Limits to Bonus Heights**

<!--[if !supportLists]-->• <!--[endif]-->I do not support the introduction of threshold heights. The proposed threshold heights have the potential to undermine the original intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for the existing investment within the precinct.

<!--[if !supportLists]-->**2.** <!--[endif]-->**Removal of Height Limits in Metres**
<!--[if !supportLists]-->• <!--[endif]-->The assessment of height by reference to metres will not facilitate the best design outcomes. Height limits in metres should be removed as they limit design potential.

<!--[if !supportLists]-->**3.** <!--[endif]-->**Environmentally Sustainable Design - 6 Star Green Star**
<!--[if !supportLists]-->• <!--[endif]-->The 6 Star Green Star target is costly and potentially unachievable. The current 5 star Green Star requirement is identified as “Australian Excellence”.

<!--[if !supportLists]-->**4.** <!--[endif]-->**Exceeding Desired Outcomes to Achieve**

Development Bonus

<!--[if !supportLists]-->● <!--[endif]-->The draft Policy requires the 'Desired Outcomes' to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance.

<!--[if !supportLists]-->● <!--[endif]-->There is minimal guidance on the amount of community benefit required to unlock building height.

<!--[if !supportLists]-->**5.** <!--[endif]-->**Minimum lot sizes to achieve any development bonuses.**

<!--[if !supportLists]-->● <!--[endif]-->I do not support an increase in the minimum lot sizes in the draft Policy. There are numerous constraints that will intrinsically limit building heights within the precinct.

Conclusion

Overall, the draft policy does not provide any greater clarity on the bonus provisions. A more robust methodology is needed to give the developer certainty. Greater certainty will ultimately encourage the preferred outcomes of the CBACP to be achieved.

Yours Sincerely,

[redacted]

From: [redacted]
To: CanningBridge
Subject: Canning Bridge Building Policy
Date: Tuesday, 7 May 2019 4:53:08 PM

As an owner and resident in a strata community of the [redacted] I would like to see the following in the City Of Melville;

-adjust or remove limits to new building heights
-ensure sustainable buildings but with affordable building costs so the average person can still achieve their desired purchase so 3 -5 green stars should be sufficient
-clear community benefits in new approvals and considerations for the surrounding neighbours
-reputable architects and builders to be engaged

[redacted]

Potentially a future resident/owner
Former resident of [redacted] with fantastic high rise buildings and thriving community schemes

7th May 2019

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

Attention: Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN:
BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

Please see my response below to the current advertising draft *Building Bonus Height Provisions* that seek to limit the development potential of the current plan.

Threshold Limits to Bonus Heights
The proposed threshold heights have the potential to undermine the original intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for the existing investment within the precinct.

Removal of Height Limits in Metres
Meters as a means that determines the overall bulk and scale is a dated and impractical form of assessment and measurement in this era of design and development. The overall height of the development should be formed through the developments design excellence, areas of community benefit and other factors. Like other councils have drafted and implemented, developers should be able to gain height in accordance with the amount of community benefit that is proposed in the design.

Environmentally Sustainable Design - 6 Star Green Star
In my experience a 6 Star Green Star rating is an uncommonly high target for a multi-residential development. Typically, other planning schemes require a 5 Star Green Star rating to unlock height bonuses - a rating considered to be 'Excellent' by the Green Building Council of Australia. The onerous nature and costs associated with achieving a 6 Star Green Star rating could deter developers from seeking height bonuses which may affect the viability of many future developments within the precinct, negatively affecting the progress of development in the area.

Exceeding Desired Outcomes to Achieve Development Bonus
The draft Policy requires the 'Desired Outcomes' to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance.
There is minimal guidance on the amount of community benefit required to unlock building height.

Minimum lot sizes to achieve any development bonuses
The provision of narrow and slender towers on smaller sites has less impact on view corridors and the amenity of the existing area. Increasing the minimum lot size required for bonus height curbs Developers and Architects ability to explore innovative design in this respect.

Conclusion

Overall, the draft policy does not provide any greater clarity on the bonus provisions. A more robust methodology is needed to give the developer certainty. Greater certainty will ultimately encourage the preferred outcomes of the CBACP to be achieved.

Kind regards,

[redacted]

Potential future property owner and frequent visitor of the City of Melville.

[redacted]

From: [redacted]
To: CanningBridge
Subject: Fwd: Website Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 4:56:09 PM

Name: [redacted]
Address: [redacted]
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor): live and work in the area.

Comments:

The concept of this Local Planning Policy is to address short comings within the structure plan for the short term is critical in my opinion, but the draft Local Planning Policy (LPP) doesn't appear to address all issues satisfactorily:

- City of Melville Councillor's indicated a 20% bonus under their council resolution and now the LPP appears to totally ignore this request
- Good design should be the starting point for any development and only world class developments should be awarded a bonus of max 20%
- Why hasn't the City of Melville mandated the same sustainable Green Star rating as the City of South Perth in the CBACP? If the City of Melville sees its self as a leader amongst local governments, this should be changed and a 5 Star Green Design Rating should be mandated for ANY development, regardless of height
- If bonus height in excess of 20% was to be considered, should a smaller building footprint (site coverage) be mandated. It appears internationally that taller and skinner buildings are being pursued to increase the areas of public realm/landscaping, whereas the CBACP seems to be focused on delivering boundary to boundary / bulk buildings – should this be reviewed as part of the CBACP review?

In addition to the above points, how and when is the City going to support the development of the CBACP with infrastructure? Development has already commenced in the CBACP, and now the City has missed the opportunity to impose a developer contribution scheme or similar on these developments to assist in the upgrading of the required infrastructure.

At what point does the infrastructure fail? And how does this relate to the bonus building heights? For example, if all developments achieved a 50% bonus could the infrastructure support the additional population?

The City of Melville needs to urgently updated the LPP, undertake a proper review of the CBACP and implement a developer contribution scheme ASAP.

Regards

[redacted]

Job Ref: 9031
7 May 2019

Mr Martin Tieleman
Chief Executive Officer
City of Melville
By email: canningbridge@melville.wa.gov.au

Dear Sir

Draft Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan

[redacted]

We act on behalf of [redacted] and [redacted], the landowners of Lots [redacted] ('subject site').

We have been instructed by our Client to prepare and lodge a submission on the City of Melville ('City') Draft Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan ('LPP 1.18').

Our Client is of the view that the proposed policy seeks to place undue restrictions on development within Canning Bridge Centre Plan area that were not contemplated by the Centre Plan. In addition, the provisions within Draft LPP 1.18 are likely to be unachievable.

Subject Site

The subject site is located within the Canning Bridge Activity Centre Plan within Quarter 1 – Kintail Quarter.

- [redacted]
- [redacted]

The subject site comprises of a total land area of [redacted]. The subject site is currently occupied by one-storey commercial buildings which include the tenants [redacted]

Proposed Draft Local Planning Policy –
Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan

The Draft LPP 1.18 applies to land located within the M10 and M15 Zones as designated within the Canning Bridge Activity Centre Plan ('CBACP'). Given the subject site is located within the M15 zone, the provisions contained within the proposed policy would be applicable in order to achieve additional height. The purpose of Draft LPP 1.18 is to provide further clarification to bonus provisions and the extent of bonus being sought as set out in the CBACP. The proposed policy sets out a detailed assessment against the bonus items listed within the CBACP providing a statement of intent, associated performance criteria and relevant required documentation.

Draft LPP 1.18 provides a threshold to the maximum building height achievable, although then lists additional criteria applicable to proposals which seek to exceed this maximum height. The CBACP sets out bonus provisions where additional building height may be awarded where the applicant responds to the requirements of Elements 21 and Elements 22. In addition to these requirements, Draft LPP 1.18 sets out additional requirements that proposals must achieve in order to be considered for bonus height above the policy thresholds. These include the following:

- Achievement of 6 Star Green Star Rating;
- Achievement of a suitable response to at least 6 sub-elements of Element 22;
- Achievement of compatibility with intended height hierarchy of the CBACP, in particular substantial separation distance from land contained within the lower Height Zone;
- Achievement of more stringent minimum lot size requirements being:
  - M10 Zone – 3000m^2;
  - M15 Zone – 4500m^2; and
- Exceeding of the relevant Desired Outcomes of the CBACP.

This is not consistent with the provisions of the CBACP. We are of the view that the proposed policy misses the mark and seeks to over-ride the higher-order document, being the CBACP. The policy also fails to consider any site specific matters that might merit a different solution.

Threshold to Bonus Building Height

The Draft LPP 1.18 sets out a threshold to the building height achievable within both the M10 and M15 zones. The rationale for such is to ensure building heights are consistent with the desired scale and built form of the Centre, and to establish a sufficient interface between zones. This appears to be inconsistent with the CBACP which does not include limits on maximum bonus that could be applied.

The stated maximum bonus height achievable for the subject site is 25 storeys or 80.0 metres. However, the policy also states the following:

Where a proposal seeks consideration of building heights greater than the maximum bonus heights contemplated by this Policy it will be expected that the proposal will demonstrate a substantially greater response to Elements 21 and 22 as well as significantly exceeding the CBACP stated Desired Outcomes.

Although Draft LPP 1.18 provides criteria in order for proposed development to exceed this maximum bonus height, we are of the view that the criteria are unachievable and therefore there is a presumption against additional height. A number of the additional criteria are discussed below.

6 Star Green Star

The Draft LPP 1.18 requires that developments seeking to exceed the maximum building heights outlined in the policy must meet or exceed a 6 Star Green Star design rating under the Green Building Council of Australia. Whilst our Client acknowledges the intent of achieving a high rating, we note that the requirements to achieving a 6 Star Green Star rating is almost unachievable for residential development.

A 5-star Green Star Rating is already a high-quality outcome and does not need to be increased to 6-star, especially where residential development is proposed. In order to achieve a 6-star rating other design outcomes would require compromise and this would therefore not achieve the overall intent of the requirement or provide the best architectural solution.

Response to Element 22 Sub-Elements

Within the CBACP a proposal must respond to a minimum of four of the standard bonus provisions provided under Element 22 in order to be eligible for bonus provisions. Within the Draft LPP 1.18 an additional two of the standard bonus provisions under Element 22 as listed in the CBACP must be met. These provisions are as follows:

- *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.*
- *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.*
- *22.1.3 Provision of public facilities such as toilets, showers and sheltered bike storage.*
- *22.1.4 Affordable housing provided as part of an affordable housing scheme and cede to the Department of Housing or relevant not-for-profit organisation.*
- *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.*
- *22.1.6 Provision of view corridors and/or mid-winter sunlight into adjacent properties, particularly where public spaces are provided.*
- *22.1.7 Provision of community, communal and/or commercial meeting facilities.*

[redacted]

22.1.8 The development comprises a hotel.

22.1.9 The development comprises an aged care facility.

22.1.10 Where the development is located adjacent to Canning Highway and where road widening is required; the applicant proposes to cede land free of charge to the State of Western Australia for the purposes of road widening. In such a case, the area cede 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.

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. In Q1 and Q2, Element 22.2.11 is only applicable where car parking is capped in total in accordance with Clause 18.3 and 18.4.

We are of the view that mandating the achievement of six of the above eleven provisions is excessive and depending on the circumstances unattainable. In particular, four of the eleven provisions relate to the ceding of land, free of cost, for various purposes. Meeting several of these provisions would be highly costly that would reduce the standard of materials or finishes, limiting the overall quality of proposed development. It is clear that the above provisions were designed with the intent that a proposed development would seek to achieve four of the requirements, and that the achievement of six requirements was not contemplated by the CBACP.

Further, we find that the proposal of a policy which provides additional interpretations of and addendums to an existing plan is unnecessarily complicated. We are of the view that any proposed changes to how the City assesses proposed building heights should be implemented cohesively through a single document, which would ensure that the intent of any provision is maintained and accurately applied.

Minimum Lot Size Requirements

The Draft LPP 1.18 sets out revised minimum lot size requirements for developments that wish to exceed the maximum building height as outlined within the policy. The policy sets the minimum lot size to be 4500m^2 for proposed development wishing to exceed the maximum building height within the M15 Zone. The subject site covers two lots, with frontage to two streets and does not meet this requirement.

We are of the view that this requirement is extreme and almost unattainable with various lot sizes and landowners within the M15 Zone. We also are of the view that additional height should be warranted within site specific locations for example where sites are identified as landmark locations.

Performance Assessment of Bonus Items

The Draft LPP 1.18 provides additional detail to the requirements of Elements 21 and 22 of the CBACP, which outline the pre-requisites to assessment of building height under the bonus provisions of the CBACP. This additional detail includes a statement of intent, performance criteria and required documentation for each bonus provision.

Many of the addendums to the bonus provisions include extensive performance criteria and required documentation, which in our view are overly prescriptive, will excessively complicate the development application process, and require an unrealistic level of detail. Further, many of the criteria represent, in our view, a departure from the original intent of the provisions.

Whilst previous sections of Draft LPP 1.18 are unnecessarily complicated in that they leverage the provisions of the CBACP in order to allow additional building height under Draft LPP 1.18, this portion of the policy acts to dictate the interpretation of the CBACP itself. We are of the view that this creates unnecessary complexity, and that as stated above, any amendments to the assessment of building heights should be addressed within a single plan or policy.

Landmark Location

The subject site is identified as a landmark location within the CBACP. The CBACP states the following:

> *Key landmark buildings will be encouraged near the intersection of Sleat Road and Canning Highway where the 'through' commuter first comes upon the rise in Canning Highway affording views across the centre, and the existing Raffles building will form the landmark and way finding feature of the river's edge. An additional opportunity does exist, subject to an alignment of planning and design of private development, to establish a pedestrian walkway spanning across Canning Highway between buildings at approximately the location of the existing overpass. Whilst challenging, this would be an outstanding outcome for the CBACP area.*

The subject site provides an opportunity to frame the corner of Sleet Road and Canning Highway and provide a high amenity residential or mixed-use development that addresses the street and has views to the Canning River and additional landmark location – Raffles Hotel. We are of the view that greater height should be permitted to sites identified as landmark locations within the City.

Conclusion

In summary, we request that the City of Melville ('City') does not proceed with the currently proposed Local Planning Policy 1.18 – Canning Bridge Activity Centre Plan – Bonus Height Provisions ('LPP 1.18').

We are of the view that the criteria of Draft LPP 1.18 is largely unachievable, overly prescriptive, creates unnecessary complexity within the City's planning framework, and fails to take into consideration previously identified landmark sites. The policy creates a presumption against allowing the assessment of additional building height, which may result in sub-optimal outcomes.

We request the City explore other options to quantify how and when additional height is appropriate that encourage high quality outcomes, rather than restrict the design parameters.

Should you require any further information or clarification in relation to this matter, please contact on .

Yours faithfully,

From:	[redacted]
To:	CanningBridge
Subject:	Feedback: Canning Bridge Draft Bonus Building Heights Policy
Date:	Tuesday, 7 May 2019 4:59:56 PM

Dear Sirs,

Regarding the above, as someone who grew up in Applecross and who's parents still live there, I believe and they agree that the benefits of living in this wonderful suburb shouldn't be limited to the privileged few who can afford the luxury of an oversized home on a large block of land. Having read through the draft of the Bonus Building Height Provisions and conducted my own research I feel that two of the items proposed to meet the threshold for the bonus height are particularly onerous. These are as follows:

6 Star Greenstar

There are very few examples of apartment buildings anywhere in Australia that meet this requirement so it would seem incongruous to include it in the policy. I understand that it is also higher than what is currently required in the codes and standards. If enacted it may see fewer developments seeking the bonus with a resultant reduction in the additional community benefits that these developments would provide. I believe that the current 5 Star rating should be sufficient to grant the bonus of additional height.

Lot Size Requirements

I firmly believe that narrower and taller developments have less of an impact than lower broader ones as they are better at maintaining the views between nearby buildings. Also, in my opinion, taller, slender buildings generally provide a more appealing aesthetic than larger monolithic ones. I would therefore oppose the imposition of a larger lot size to access the bonus height provision.

Thank you for the opportunity to provide feedback on this important issue.

[redacted]

From: [redacted]
To: CanningBridge
Subject: : Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 5:00:24 PM

---

07 May 2019

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

Attention: Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN: BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The City of Melville is current advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan. Please see my response below:

Proposed 6 Star Green Star Requirements

In my experience a 6 Star Green Star rating is an uncommonly high target for a multi-residential development. Typically, other planning schemes require a 5 Star Green Star rating to unlock height bonuses - a rating considered to be 'Excellent' by the Green Building Council of Australia. The onerous nature and costs associated with achieving a 6 Star Green Star rating could deter developers from seeking height bonuses which may affect the viability of many future developments within the precinct, negatively affecting the progress of development in the area.

Lot Size Requirements

The provision of narrow and slender towers on smaller sites has less impact on view corridors and the amenity of the existing area. Increasing the minimum lot size required for bonus height curbs Developers and Architects ability to explore innovative design in this respect.

Yours Sincerely,

[redacted]

[redacted]

Job Ref: 9031
7 May 2019

Mr Martin Tieleman
Chief Executive Officer
City of Melville
By email: canningbridge@melville.wa.gov.au

Dear Sir

Draft Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan

[redacted]

We act on behalf of [redacted] the landowner of [redacted] ('subject site').

We have been instructed by our Client to prepare and lodge a submission on the City of Melville ('City') Draft Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan ('LPP 1.18').

Our Client is of the view that the proposed policy seeks to place undue restrictions on development within Canning Bridge Centre Plan area that were not contemplated by the Centre Plan. In addition, the provisions within Draft LPP 1.18 are likely to be unachievable.

Subject Site

The subject site is located within the Canning Bridge Activity Centre Plan within Quarter 1 – Kintail Quarter.

- [redacted]

The subject site comprises of a total land area of [redacted]. The subject site is currently occupied by a one-storey commercial building, tenanted by a [redacted].

Proposed Draft Local Planning Policy –
Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan

The Draft LPP 1.18 applies to land located within the M10 and M15 Zones as designated within the Canning Bridge Activity Centre Plan ('CBACP'). Given the subject site is located within the M15 zone, the provisions contained within the proposed policy would be applicable in order to achieve additional height. The purpose of Draft LPP 1.18 is to provide further clarification to bonus provisions and the extent of bonus being sought as set out in the CBACP. The proposed policy sets out a detailed assessment against the bonus items listed within the CBACP providing a statement of intent, associated performance criteria and relevant required documentation.

Draft LPP 1.18 provides a threshold to the maximum building height achievable, although then lists additional criteria applicable to proposals which seek to exceed this maximum height. The CBACP sets out bonus provisions where additional building height may be awarded where the applicant responds to the requirements of Elements 21 and Elements 22. In addition to these requirements, Draft LPP 1.18 sets out additional requirements that proposals must achieve in order to be considered for bonus height above the policy thresholds. These include the following:

- Achievement of 6 Star Green Star Rating;
- Achievement of a suitable response to at least 6 sub-elements of Element 22;
- Achievement of compatibility with intended height hierarchy of the CBACP, in particular substantial separation distance from land contained within the lower Height Zone;
- Achievement of more stringent minimum lot size requirements being:
    - M10 Zone – 3000m^2;
    - M15 Zone – 4500m^2; and
- Exceeding of the relevant Desired Outcomes of the CBACP.

This is not consistent with the provisions of the CBACP. We are of the view that the proposed policy misses the mark and seeks to over-ride the higher-order document, being the CBACP. The policy also fails to consider any site specific matters that might merit a different solution.

Threshold to Bonus Building Height

The Draft LPP 1.18 sets out a threshold to the building height achievable within both the M10 and M15 zones. The rationale for such is to ensure building heights are consistent with the desired scale and built form of the Centre, and to establish a sufficient interface between zones. This appears to be inconsistent with the CBACP which does not include limits on maximum bonus that could be applied.

The stated maximum bonus height achievable for the subject site is 25 storeys or 80.0 metres. However, the policy also states the following:

Where a proposal seeks consideration of building heights greater than the maximum bonus heights contemplated by this Policy it will be expected that the proposal will demonstrate a substantially greater response to Elements 21 and 22 as well as significantly exceeding the CBACP stated Desired Outcomes.

Although Draft LPP 1.18 provides criteria in order for proposed development to exceed this maximum bonus height, we are of the view that the criteria are unachievable and therefore there is a presumption against additional height. A number of the additional criteria are discussed below.

6 Star Green Star

The Draft LPP 1.18 requires that developments seeking to exceed the maximum building heights outlined in the policy must meet or exceed a 6 Star Green Star design rating under the Green Building Council of Australia. Whilst our Client acknowledges the intent of achieving a high rating, we note that the requirements to achieving a 6 Star Green Star rating is almost unachievable for residential development.

A 5-star Green Star Rating is already a high-quality outcome and does not need to be increased to 6-star, especially where residential development is proposed. In order to achieve a 6-star rating other design outcomes would require compromise and this would therefore not achieve the overall intent of the requirement or provide the best architectural solution.

Response to Element 22 Sub-Elements

Within the CBACP a proposal must respond to a minimum of four of the standard bonus provisions provided under Element 22 in order to be eligible for bonus provisions. Within the Draft LPP 1.18 an additional two of the standard bonus provisions under Element 22 as listed in the CBACP must be met. These provisions are as follows:

- *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.*
- *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.*
- *22.1.3 Provision of public facilities such as toilets, showers and sheltered bike storage.*
- *22.1.4 Affordable housing provided as part of an affordable housing scheme and cede to the Department of Housing or relevant not-for-profit organisation.*
- *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.*
- *22.1.6 Provision of view corridors and/or mid-winter sunlight into adjacent properties, particularly where public spaces are provided.*
- *22.1.7 Provision of community, communal and/or commercial meeting facilities.*

[redacted]

22.1.8 The development comprises a hotel.

22.1.9 The development comprises an aged care facility.

22.1.10 Where the development is located adjacent to Canning Highway and where road widening is required; the applicant proposes to cede land free of charge to the State of Western Australia for the purposes of road widening. In such a case, the area cede 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.

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. In Q1 and Q2, Element 22.2.11 is only applicable where car parking is capped in total in accordance with Clause 18.3 and 18.4.

We are of the view that mandating the achievement of six of the above eleven provisions is excessive and depending on the circumstances unattainable. In particular, four of the eleven provisions relate to the ceding of land, free of cost, for various purposes. Meeting several of these provisions would be highly costly that would reduce the standard of materials or finishes, limiting the overall quality of proposed development. It is clear that the above provisions were designed with the intent that a proposed development would seek to achieve four of the requirements, and that the achievement of six requirements was not contemplated by the CBACP.

Further, we find that the proposal of a policy which provides additional interpretations of and addendums to an existing plan is unnecessarily complicated. We are of the view that any proposed changes to how the City assesses proposed building heights should be implemented cohesively through a single document, which would ensure that the intent of any provision is maintained and accurately applied.

Minimum Lot Size Requirements

The Draft LPP 1.18 sets out revised minimum lot size requirements for developments that wish to exceed the maximum building height as outlined within the policy. The policy sets the minimum lot size to be 4500m^2 for proposed development wishing to exceed the maximum building height within the M15 Zone. Even if the subject site were to be amalgamated with the two lots to the west, the total area would still not meet this requirement.

We are of the view that this requirement is extreme and almost unattainable with various lot sizes and landowners within the M15 Zone. We also are of the view that additional height should be warranted within site specific locations for example where sites are identified as landmark locations.

Performance Assessment of Bonus Items

The Draft LPP 1.18 provides additional detail to the requirements of Elements 21 and 22 of the CBACP, which outline the pre-requisites to assessment of building height under the bonus provisions of the CBACP. This

additional detail includes a statement of intent, performance criteria and required documentation for each bonus provision.

Many of the addendums to the bonus provisions include extensive performance criteria and required documentation, which in our view are overly prescriptive, will excessively complicate the development application process, and require an unrealistic level of detail. Further, many of the criteria represent, in our view, a departure from the original intent of the provisions.

Whilst previous sections of Draft LPP 1.18 are unnecessarily complicated in that they leverage the provisions of the CBACP in order to allow additional building height under Draft LPP 1.18, this portion of the policy acts to dictate the interpretation of the CBACP itself. We are of the view that this creates unnecessary complexity, and that as stated above, any amendments to the assessment of building heights should be addressed within a single plan or policy.

Landmark Location

The subject site is identified as a landmark location within the CBACP. The CBACP states the following:

> *Key landmark buildings will be encouraged near the intersection of Sleat Road and Canning Highway where the 'through' commuter first comes upon the rise in Canning Highway affording views across the centre, and the existing Raffles building will form the landmark and way finding feature of the river's edge. An additional opportunity does exist, subject to an alignment of planning and design of private development, to establish a pedestrian walkway spanning across Canning Highway between buildings at approximately the location of the existing overpass. Whilst challenging, this would be an outstanding outcome for the CBACP area.*

The subject site provides an opportunity to frame the corner of Sleet Road and Canning Highway and provide a high amenity residential or mixed-use development that addresses the street and has views to the Canning River and additional landmark location – Raffles Hotel. We are of the view that greater height should be permitted to sites identified as landmark locations within the City.

Conclusion

In summary, we request that the City of Melville ('City') does not proceed with the currently proposed Local Planning Policy 1.18 – Canning Bridge Activity Centre Plan – Bonus Height Provisions ('LPP 1.18').

We are of the view that the criteria of Draft LPP 1.18 is largely unachievable, overly prescriptive, creates unnecessary complexity within the City's planning framework, and fails to take into consideration previously identified landmark sites. The policy creates a presumption against allowing the assessment of additional building height, which may result in sub-optimal outcomes.

We request the City explore other options to quantify how and when additional height is appropriate that encourage high quality outcomes, rather than restrict the design parameters.

[redacted]

Should you require any further information or clarification in relation to this matter, please contact [redacted] on [redacted].

Yours faithfully,

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 5:01:04 PM

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154
Attention: Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN: BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The City of Melville is current advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan. As a visitor to the precinct please see my response below:

1. Threshold Limits to Bonus Heights

- I do not support the introduction of threshold heights. The proposed threshold heights have the potential to undermine the original intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for the existing investment within the precinct.

2. Removal of Height Limits in Metres

- The assessment of height by reference to metres will not facilitate the best design outcomes. Height limits in metres should be removed as they limit design potential.

3. Environmentally Sustainable Design - 6 Star Green Star

- The 6 Star Green Star target is costly and potentially unachievable. The current 5 star Green Star requirement is identified as "Australian Excellence".

4. Exceeding Desired Outcomes to Achieve Development Bonus

- The draft Policy requires the 'Desired Outcomes' to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance.
- There is minimal guidance on the amount of community benefit required to unlock building height.

5. Minimum lot sizes to achieve any development bonuses.

- I do not support an increase in the minimum lot sizes in the draft Policy. There are numerous constraints that will intrinsically limit building heights within the precinct.

Conclusion

Overall, the draft policy does not provide any greater clarity on the bonus provisions. A more robust methodology is needed to give the developer certainty. Greater certainty will ultimately encourage the preferred outcomes of the CBACP to be achieved.

Kind Regards

[redacted]

[redacted]

Job Ref: 9031
7 May 2019

Mr Martin Tieleman
Chief Executive Officer
City of Melville
By email: canningbridge@melville.wa.gov.au

Dear Sir

Draft Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan

[redacted]

We act on behalf of [redacted] the landowner of [redacted] subject site').

We have been instructed by our Client to prepare and lodge a submission on the City of Melville ('City') Draft Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan ('LPP 1.18').

We confirm that our Client generally supports the objectives of the Draft LPP 1.18. Notwithstanding we confirm that our Client interprets the provisions within Draft LPP 1.18 as unachievable and therefore is of the view that bonus height cannot be obtained.

Subject Site

The subject site is located within the Canning Bridge Activity Centre Plan within Quarter 1 – Kintail Quarter.

[redacted]

The subject site comprises of a total land area of [redacted]. The subject site is currently occupied by a one-storey commercial building.

Proposed Draft Local Planning Policy –
Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan

The Draft LPP 1.18 applies to land located within the M10 and M15 Zones as designated within the Canning Bridge Activity Centre Plan ('CBACP'). Given the subject site is located within the M15 zone, the provisions contained within the proposed policy would be applicable in order to achieve additional height. The purpose of Draft LPP 1.18 is to provide further clarification to bonus provisions and the extent of bonus being sought as set out in the CBACP. The proposed policy sets out a detailed assessment against the bonus items listed within the CBACP providing a statement of intent, associated performance criteria and relevant required documentation.

Draft LPP 1.18 provides a threshold to the maximum building height achievable, although then lists additional criteria applicable to proposals which seek to exceed this maximum height. The CBACP sets out bonus provisions where additional building height may be awarded where the applicant responds to the requirements of Elements 21 and Elements 22. In addition to these requirements, Draft LPP 1.18 sets out additional requirements that proposals must achieve in order to be considered for bonus height above the policy thresholds. These include the following:

- Achievement of 6 Star Green Star Rating;
- Achievement of a suitable response to at least 6 sub-elements of Element 22;
- Achievement of compatibility with intended height hierarchy of the CBACP, in particular substantial separation distance from land contained within the lower Height Zone;
- Achievement of more stringent minimum lot size requirements being:
  - M10 Zone – 3000m^2;
  - M15 Zone – 4500m^2; and
- Exceeding of the relevant Desired Outcomes of the CBACP.

This is not consistent with the provisions of the CBACP. We are of the view that the proposed policy misses the mark and seeks to over-ride the higher-order document, being the CBACP. The policy also fails to consider any site specific matters that might merit a different solution.

Threshold to Bonus Building Height

The Draft LPP 1.18 sets out a threshold to the building height achievable within both the M10 and M15 zones. The rationale for such is to ensure building heights are consistent with the desired scale and built form of the Centre, and to establish a sufficient interface between zones. This appears to be inconsistent with the CBACP which does not include limits on maximum bonus that could be applied.

The stated maximum bonus height achievable for the subject site is 25 storeys or 80.0 metres. However, the policy also states the following:

Where a proposal seeks consideration of building heights greater than the maximum bonus heights contemplated by this Policy it will be expected that the proposal will demonstrate a substantially greater response to Elements 21 and 22 as well as significantly exceeding the CBACP stated Desired Outcomes.

Although Draft LPP 1.18 provides criteria in order for proposed development to exceed this maximum bonus height, we are of the view that the criteria are unachievable and therefore there is a presumption against additional height. A number of the additional criteria are discussed below.

6 Star Green Star

The Draft LPP 1.18 requires that developments seeking to exceed the maximum building heights outlined in the policy must meet or exceed a 6 Star Green Star design rating under the Green Building Council of Australia. Whilst our Client acknowledges the intent of achieving a high rating, we note that the requirements to achieving a 6 Star Green Star rating is almost unachievable for residential development.

A 5-star Green Star Rating is already a high-quality outcome and does not need to be increased to 6-star, especially where residential development is proposed. In order to achieve a 6-star rating other design outcomes would require compromise and this would therefore not achieve the overall intent of the requirement or provide the best architectural solution.

Response to Element 22 Sub-Elements

Within the CBACP a proposal must respond to a minimum of four of the standard bonus provisions provided under Element 22 in order to be eligible for bonus provisions. Within the Draft LPP 1.18 an additional two of the standard bonus provisions under Element 22 as listed in the CBACP must be met. These provisions are as follows:

- *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.*
- *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.*
- *22.1.3 Provision of public facilities such as toilets, showers and sheltered bike storage.*
- *22.1.4 Affordable housing provided as part of an affordable housing scheme and cede to the Department of Housing or relevant not-for-profit organisation.*
- *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.*
- *22.1.6 Provision of view corridors and/or mid-winter sunlight into adjacent properties, particularly where public spaces are provided.*
- *22.1.7 Provision of community, communal and/or commercial meeting facilities.*

[redacted]

22.1.8 The development comprises a hotel.

22.1.9 The development comprises an aged care facility.

22.1.10 Where the development is located adjacent to Canning Highway and where road widening is required; the applicant proposes to cede land free of charge to the State of Western Australia for the purposes of road widening. In such a case, the area cede 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.

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. In Q1 and Q2, Element 22.2.11 is only applicable where car parking is capped in total in accordance with Clause 18.3 and 18.4.

We are of the view that mandating the achievement of six of the above eleven provisions is excessive and depending on the circumstances unattainable. In particular, four of the eleven provisions relate to the ceding of land, free of cost, for various purposes. Meeting several of these provisions would be highly costly that would reduce the standard of materials or finishes, limiting the overall quality of proposed development. It is clear that the above provisions were designed with the intent that a proposed development would seek to achieve four of the requirements, and that the achievement of six requirements was not contemplated by the CBACP.

Further, we find that the proposal of a policy which provides additional interpretations of and addendums to an existing plan is unnecessarily complicated. We are of the view that any proposed changes to how the City assesses proposed building heights should be implemented cohesively through a single document, which would ensure that the intent of any provision is maintained and accurately applied.

Minimum Lot Size Requirements

The Draft LPP 1.18 sets out revised minimum lot size requirements for developments that wish to exceed the maximum building height as outlined within the policy. The policy sets the minimum lot size to be 4500m^2 for proposed development wishing to exceed the maximum building height within the M15 Zone. Even if the subject site were to amalgamate with the surrounding lots on the corner of Canning Highway, Kishorn Road and Moreau Mews, it would not meet this requirement.

We are of the view that this requirement is extreme and almost unattainable with various lot sizes and landowners within the M15 Zone. We also are of the view that additional height should be warranted within site specific locations for example where sites are identified as landmark locations.

Performance Assessment of Bonus Items

The Draft LPP 1.18 provides additional detail to the requirements of Elements 21 and 22 of the CBACP, which outline the pre-requisites to assessment of building height under the bonus provisions of the CBACP. This

additional detail includes a statement of intent, performance criteria and required documentation for each bonus provision.

Many of the addendums to the bonus provisions include extensive performance criteria and required documentation, which in our view are overly prescriptive, will excessively complicate the development application process, and require an unrealistic level of detail. Further, many of the criteria represent, in our view, a departure from the original intent of the provisions.

Whilst previous sections of Draft LPP 1.18 are unnecessarily complicated in that they leverage the provisions of the CBACP in order to allow additional building height under Draft LPP 1.18, this portion of the policy acts to dictate the interpretation of the CBACP itself. We are of the view that this creates unnecessary complexity, and that as stated above, any amendments to the assessment of building heights should be addressed within a single plan or policy.

Landmark Location

The subject site is identified as a key public space and pedestrian crossing within the CBACP, similar to a landmark location. The subject site provides an opportunity to frame the corner of Canning Highway, Kishorn Road and Moreau Mews, providing a high amenity residential or mixed-use development that addresses the adjacent public space, and has views to the Canning River and additional landmark location – Raffles Hotel. We are of the view that greater height should be permitted to sites identified as landmark locations within the City.

Conclusion

In summary, we request that the City of Melville ('City') does not proceed with the currently proposed Local Planning Policy 1.18 – Canning Bridge Activity Centre Plan – Bonus Height Provisions ('LPP 1.18').

We are of the view that the criteria of Draft LPP 1.18 is largely unachievable, overly prescriptive, creates unnecessary complexity within the City's planning framework, and fails to take into consideration previously identified landmark sites. The policy creates a presumption against allowing the assessment of additional building height, which may result in sub-optimal outcomes.

We request the City explore other options to quantify how and when additional height is appropriate that encourage high quality outcomes, rather than restrict the design parameters.

Should you require any further information or clarification in relation to this matter, please contact on .

Yours faithfully,

[redacted]

6th May 2019

Manager Strategic Urban Planning
City of Melville
10 Almondbury Road
BOORAGOON W.A. 6154

Attention: Mr Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN:
BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The City of Melville is current advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan. As a visitor with an interest in this part of the City, I am writing to provide comment as follows;

1. Threshold Limits to Bonus Heights

I do not support the introduction of threshold heights. The proposed threshold heights have the potential to undermine the original intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for existing investment within the precinct.

2. Removal of Height Limits in Metres

The assessment of height by reference to metres will not facilitate the best design outcomes. Height limits in metres should be removed as they limit design potential.

3. Environmentally Sustainable Design – 6 Star Green Star

There are few examples of 6 Star Green Star rated multi-residential buildings in Australia, and in my experience, have never seen a planning scheme call for such a high sustainability rating. I believe that this will stop a significant number of applicants from seeking height bonuses, which in turn will see less of the other associated community benefits being provided – negatively impacting the amenity of the precinct. In my opinion the current requirement for a minimum 5 Star Green Star Rating should be retained to achieve bonus height.

4. Exceeding Desired Outcomes to Achieve Development Bonus

The draft Policy requires the 'Desired Outcomes' to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance. In addition, there is minimal guidance on the amount of community benefit required to unlock building height.

5. Minimum Lot Sizes to Achieve Any Development Bonuses

The increased minimum lot size is an unnecessary provision due to the many other parameters that limit building height; such as the amount of car parking able to be accommodated on the site, viability of basement construction, and required setbacks. These constraints serve to regulate and limit building heights, and it is my opinion that the minimum lot sizes should remain unchanged from the current bonus provisions.

Conclusion

Overall, the draft policy does not provide any greater clarity on the bonus provisions. A more robust methodology is required in order to give developers certainty. Greater certainty will ultimately encourage the preferred outcomes of the CBACP to be achieved.

Yours sincerely,

[redacted]

7th May 2019

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

Attention: Gavin Ponton

Re: Proposed Canning Bridge Activity Centre Plan: Bonus Building Height Provisions

Dear Gavin,

Please see my response to The City of Melville's current advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan. I am a

1. Threshold Limits to Bonus Heights
I do not support the introduction of threshold heights. In my opinion the proposed heights undermine the original intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for the existing investment within the precinct.

2. Removal of Height Limits in Metres
The assessment of height by reference to metres will not allow for the best design outcomes. Height limits in metres should be removed.

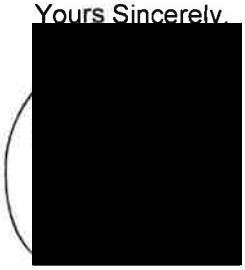
3. Environmentally Sustainable Design - 6 Star Green Star
The current 5 star Green Star requirement is identified as "Australian Excellence". The 6 Star Green Star target is costly with little additional benefit.

4. Exceeding Desired Outcomes to Achieve Development Bonus
The draft Policy requires the 'Desired Outcomes' to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance.
There is very little guidance on the amount of community benefit required to unlock building height.

5. Minimum lot sizes to achieve any development bonuses.
I do not support an increase in the minimum lot sizes in the draft Policy. There are numerous constraints that will limit building heights within the precinct.

Conclusion
Overall, the draft policy does not provide any greater clarity on the bonus provisions. More certainty is needed to encourage the preferred outcomes of the CBACP to be achieved.

Yours Sincerely,



From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 5:13:04 PM

To whom it may concern,

I wish to offer my feedback with regards to the proposed Bonus Building Height Provisions for the Canning Beach Activity Centre Plan. Whilst generally supportive of the intent of the proposed provisions, it is my view that certain elements of the proposed require further consideration to ensure the best possible outcome for the precinct. My comments are as follows;

- Prescribing the maximum height building height in both storeys and meters is unclear and ambiguous. Design WA provisions call for minimum floor to ceiling dimensions and the inclusion community benefits often requires greater floor heights to allow for different uses. This is difficult to define with a generalized numerical height, and I believe maximum height should only be outlined in 'storeys' to allow for minor circumstantial project-specific variance in overall height.

- There are few examples of 6 Star Green Star rated multi-residential buildings in Australia, and in my experience I have never seen a planning scheme call for such high sustainability rating. I think that this will stop a significant number of applicants from seeking height bonuses which in turn will see less of the other associated community benefits being provided, negatively impacting the amenity of the precinct. In my opinion the current requirement for a minimum 5 Star Green Star Rating should be upheld to achieve bonus height.

- The provision of narrow and slender towers on smaller sites has less impact on view corridors and the amenity of the existing area. Increasing the minimum lot size required for bonus height curbs Developers and Architects ability to explore innovative design in this respect.

- The requirement for Community Benefits that are proportionate to amount the bonus height being sought is unclear and requires much greater consideration and explanation. I believe that better outcomes for the community could be achieved if additional and alternative community benefits could be also be considered (subject to qualification and approval by an independant expert), as the currently limited list of sub-elements outlined under Element 22 of the CBACP may be quickly exhausted, with numerous instances of the same 'benefit' being provided simply to check a box. Instead a system that allows for alternative community benefits to be assessed on a case-by-case basis would allow for more diverse uses that would result in a better long term outcome for the community.

I thank the council for the opportunity to comment on the proposed policy changes. Please do not hesitate to contact me if any further clarification or information is required with regards to my comments.

Kind Regards,

[redacted]

From: [redacted]
To: CanningBridge
Cc: [redacted]
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 5:23:16 PM

To whom it may concern,

I would like to make a submission regarding the proposed draft policy for bonus height provisions within the Canning Beach Activity Centre Plan.

I believe that the proposed increase of minimum lot size is contradictory to the policies objective to create buildings that are consistent with the scale desired for the Centre, and will instead lead to much larger and bulky developments with larger floor plates that are out of scale with the majority of the precinct.

Additionally, In my experience a 6 Star Green Star rating is an uncommonly high target for a multi-residential development. Typically, other planning schemes require a 5 Star Green Star rating to unlock height bonuses - a rating considered to be ‘Excellent’ by the Green Building Council of Australia. The onerous nature and costs associated with achieving a 6 Star Green Star rating could deter developers from seeking height bonuses which may affect the viability of many future developments within the precinct, negatively affecting the progress of development in the area.

I feel like these elements of the draft policy need to be changed to allow a positive built form outcome to be achieved within the precinct.

Regards,

[redacted]
Interest: Potential Developer

[redacted]

[redacted]

07 May 2019

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

Attention: Gavin Ponton

RE: PUBLIC COMMENT ON PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN: BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The Canning Bridge Activity Centre Plan (CBACP) incorporates bonus provisions to allow development bonuses. For properties within the M10 & M15, there is unrestricted height subject to the provision of exemplary design and the provision of community benefit proportionate to the bonus sought.

The City of Melville is currently advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan.

In principle we are generally supportive of provisions that begin to provide more certainty for applicants on permissible building heights. However, it would appear the intent of the draft Policy is to limit building height above the threshold heights through various provisions without technical assessment or planning rationale in response to a small but vocal anti-development minority within the community.

We would argue the draft Policy creates further impediment to development outcomes and is insufficient to provide the necessary certainty to achieve a development approval. Please find our response to the guidance principles outlined below:

1. Threshold Limits to Bonus Heights

1.1 Introduction of Threshold Limits

We do not support the introduction of threshold heights. The existing strategic planning framework contemplates very tall buildings and unlimited building heights (CBACP 2016) while the wording in the proposed amendment intimates height caps as 'maximum bonus heights.'

We have concerns about the proposed threshold heights and the potential to undermine the original intent of the CBACP and the serious implications for the existing investment within the precinct. Currently, the CBACP allows for a level of discretion to be applied when considering additional heights above the prescribed storey limit, provided the development achieves the necessary requirements. The introduction of additional controls around this discretion significantly increases the risk associated with development in the area as well as the ability to achieve exemplary design and innovation

[redacted]

[redacted]

to support the appropriate levels of discretion. Whilst guidance to the level of discretion is important, it is felt the draft policy increases the level of risk and significantly restricts the provision of high-quality design outcomes.

The proposed respective 50% and 66% bonus' for M10 & M15 Zones seems arbitrary, with no reasoning or justification in the text as to why a lesser bonus is deemed appropriate. Should a threshold limit be considered essential, we would argue the proposed height cap of 15 levels in the M10 and 25 levels in the M15 in insufficient to foster innovation and architectural quality. We request an appropriate threshold limit be increased to:

- 20 levels in the M10 zone and;
- 30 levels in the M15 zone.

Increasing threshold limits would permit taller and thinner buildings, providing improved view corridors, greater sunlight to neighbouring properties and better articulation of the skyline, which is a preferred urban design outcome. The increased threshold height limits would be consistent with precedent established by current developments.

1.2 Removal of Height Limits in Metres

The assessment of height by reference to metres will not facilitate the best design outcomes. We propose removing the height limits in metres altogether as they limit design and development innovation as follows:

- They will limit innovative construction techniques with a restrictive height limits based on conventional construction techniques, i.e. concrete slab.
- They will limit apartment ceiling heights to 2700mm which limits design innovation and occupant amenity.
- They will be insufficient to accommodate required residential building services, such as AC ducting, sprinklers and horizontal exhaust ducting whilst maintaining the desired floor to ceiling heights as identified in Design WA
- They will be unable to accommodate appropriate commercial office development, with "office" buildings generally requiring significantly greater floor to floor clearances to accommodate the relevant services.
- They will be insufficient to accommodate appropriate podium floor to floor clearances, and would limit the provision of appropriate residential and office spaces in the podium levels.
- They will be insufficient to accommodate rubbish truck access to the building (we are suggesting the podium floor to floor heights would need to be significantly greater)
- They will be insufficient to accommodate appropriate podium features such as swimming pools.
- They will be insufficient to accommodate appropriate podium community amenity such as landscaping, deep-soil zones, and
- They would negate any possibility of satisfying Desired Outcome 13 (Adaptability) where taller ceilings have been requested to allow commercial retrofits for interim residential uses.

[redacted]

[redacted]

- Defining the threshold heights in levels alone would create some variety and provide greater articulation of the skyline

2. Environmentally Sustainable Design - 6 Star Green Star

The proposed 6 Star Green Star target is costly and potentially unachievable. The Green Building Council of Australia (GBCA) identifies 6 Star Green Star as "World Excellence" and it appears no residential building in Australia has yet to achieve such rating under the specific rating tool. Advice from the GBCA indicates a potential additional cost of 6-7% to achieve a 6 star rating when compared to code compliant construction. The additional 6 star cost is unfeasible for residential development and will generally negate the benefit of extra levels above the threshold height, thereby limiting any opportunity for increased height.

The current CBACP requires a Green Building Council of Australia (GBCA) or equivalent 5 star Green Star design rating for any development seeking a development bonus. We note the intent of Element 21.4.1 is to "*encourage development which achieves excellence in environmental sustainability as measured against an industry standard"*. The GBCA defines 5 star Green Star as "Australian Excellence" and we would argue this is an appropriate target to provide a quality sustainability outcome.

3. Exceeding Desired Outcomes to Achieve Development Bonus

The draft Policy presumes that any proposal for a height greater than the threshold building heights may be inconsistent with the 'Desired Outcomes' relating to scale, built form and building height set out at Elements 1 – 20. The draft Policy requires proposals to demonstrate how the 'Desired Outcomes' are exceeded and provides examples for each element, however these are not clearly articulated and provide limited guidance.

Assessment of these outcomes will be based on new statements of intent and performance criteria, and many of the performance criteria require additional technical reporting, management plans and 'precinct wide' assessments (i.e. of services, traffic impact, community facilities, open space and pedestrian links). All of these requirements will add significant time and cost.

The draft Policy permits a subjective analysis of these elements and we request a methodology be put in place where these can be converted to quantified metrics to give the applicant certainty.

Additionally, we request the following modifications to the current Desired Outcomes to permit greater flexibility/clarity in achieving their intent:

- DO 13 Adaptability
  - Exclude predominantly residential apartment development from this desired outcome, as it is improbable a residential building would sell on the proviso a taller component of the building would be added at a later stage. Additionally, the ownership structure of an apartment building suggests approval for any later addition would be difficult to achieve.

[redacted]

[redacted]

4. Bonus Provisions: Element 21 & 22

It is made clear that bonus height will be based on the bonus being proportional to the benefits offered by the applicant to the community and that bonuses are not 'as of right'. This will be determined by assessment of the existing bonus provision requirements of Elements 21 (Design Considerations) and 22 (Community Benefit) of the CBACP.

While proportionality between community benefit and bonus height is raised, there is very little guidance on the quantum of community benefit required to unlock building height bonuses. We believe it would be helpful to quantify the extent of community benefit to determine if this is commensurate with the variation in development potential of the site. The proposed scheme reads as a series of 'tick box' provisions that are difficult to quantify.

The draft Policy permits a subjective analysis of these elements and we request a methodology be put in place where these can be converted to quantified metrics to give the applicant certainty.

Additionally, we request the following modifications to the proposed Desired Outcomes to permit greater flexibility/clarity in achieving their intent:

- DO Design Considerations 21.4.4 – Provisions of Infrastructure
  - The proposed modification requests *Developments include design measures, features or management initiatives that reduce demand on infrastructure services which are over and above the standard required to achieve 5 star Green Star Design rating.*
  - We request any design measures, features or initiatives are consistent with the standard to achieve a 5 star Green Star Design Rating.
- DO Community Considerations 22.1.8 – Hotel
  - We request the DO be modified to "The development comprises a hotel or alternative short stay accommodation".
- DO Community Considerations 22.1.9 – Aged Care
  - We request the DO be modified to "The development comprises an Aged Care or alternative facility/mechanism to facilitate an aging in place strategy". In home services are targeted to be the largest growth area in aged care and the Policy should take a more pragmatic approach to accommodating this sector.

5. Minimum lot sizes to achieve any development bonuses.

We believe the proposed minimum lots areas required to achieve a greater building height are excessive. It should be noted that these are approximately double that of the current South Perth Special Control Area requirements to warrant height variations. We are supportive of the current minimum lot sizes outlined in the CBACP.

There are numerous constraints (car parking, basement construction, water table, setbacks) that will intrinsically limit building heights within the precinct. It is possible to design tall

[redacted]

[redacted]

slender buildings on considerably smaller sites that maximise view corridors and mitigate amenity impacts - the policy amendment stifles innovative design in this respect.

We request the current minimum lot sizes (M15 – 2,500 sqm & M10 – 2,000 sqm) for development uplift be maintained.

Conclusion

Overall, the draft policy does not provide any greater clarity on the intended outcomes of the bonus provisions, instead being reliant on "substantially greater responses" to the Desired Outcomes, and the subjective bonus provisions of Elements 21 & 22.

The current documentation permits a subjective analysis of these elements and we request a more robust methodology (together with our proposed clarifications) be put in place where these can be quantified to give the applicant certainty the development outcome.

Yours Sincerely,

[redacted]

From: [redacted]
To: CanningBridge
Subject: Canning Bridge Draft Bonus Building Heights Policy
Date: Tuesday, 7 May 2019 5:52:06 PM

Dear strategic Planner

Re: Invitation to Comment of Proposed Local Planning Policy – Bonus Building Height Provisions for the Canning Bridge Activity Centre Plan

As an architect (*Interest*) I support CBACP's Bonus Provisions for M10 and M15 Zones as a measure to incentivise exemplary design and achieve the provision of facilities and/or land uses which are seen to represent a benefit to the community, and which ordinarily are unlikely to be provided through the development application process. In particular to provide additional clarity and guidance with respect to measurement of proposed bonus items to help architects do what they do.

I support the policy intent to provide clarity on approvals where developments are determined to meet requirements, provide community benefit, meet strategic need and is of an exemplary architectural level of design.

My only concerns are:

- The notion of 'consistency in scale' can lead to a cityscape where all the buildings are the same height and would rather see the wording changed to also support variation in height, shape, typology and style etc.
- 6 Star ratings could potentially be counteractive to the community need for affordable housing (although energy efficiency is not a bad thing at all)

Otherwise – well done and keep up the good work advocating appropriate city density over urban Sprawl.

Best Regards

[redacted]

From: [redacted]
To: Marten Tieleman; CanningBridge; Steve Cope
Subject: Local Planning Policy
Date: Tuesday, 7 May 2019 6:56:28 PM

Dear Staff,

I am corresponding with you to indicate my dissatisfaction with the draft LPP and its proposals.

There is no doubt the City of Melville Planners continue to disregard concerns of residents in relation to the bonus height provisions. They have ignored the ratepayers, residents and the Council as well, by developing a Local Planning Policy that favours the developers rather than local residents.

The LPP was required by the DAP and the Council to clarify the assessment of Bonus Height provisions. The ideas of ‘exemplary design’ and/or ‘community benefit’ demands some objective aspect for assessment. On the contrary, the assessment criteria remain subjective and random. Without impartial standards, the assessment process is arbitrary and dictated by the discretion of those making the decision. As such this approach fails to protect the interests of developers or ratepayers against unethical or incompetent assessments; and on these grounds alone, this LPP NEEDS TO BE REJECTED.

[redacted]

From: [redacted]
To: CanningBridge
Subject: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN
Date: Tuesday, 7 May 2019 8:54:14 PM

---

07 May 2019

Manager Strategic Urban Planning
City of Melville
10 Almondbury Rd,
Booragoon WA 6154

Attention: Gavin Ponton

RE: PROPOSED CANNING BRIDGE ACTIVITY CENTRE PLAN:
BONUS BUILDING HEIGHT PROVISIONS

Dear Gavin,

The City of Melville is current advertising draft Building Bonus Height Provisions that seek to limit the development potential of the current plan. Please see my response below:

1. **Threshold Limits to Bonus Heights**

- I do not support the introduction of threshold heights. The proposed threshold heights have the potential to undermine the original intent of the Canning Beach Activity Centre Plan (CBACP) and have implications for the existing investment within the precinct.

2. **Removal of Height Limits in Metres**

- The assessment of height by reference to metres will not facilitate the best design outcomes. Height limits in metres should be removed as they limit design potential.

3. **Environmentally Sustainable Design - 6 Star Green Star**

- The 6 Star Green Star target is costly and potentially unachievable. The current 5 star Green Star requirement is identified as “Australian Excellence”.

4. **Exceeding Desired Outcomes to Achieve Development Bonus**

- The draft Policy requires the ‘Desired Outcomes’ to be exceeded and provides examples, however these are not clearly articulated and provide limited guidance.

- There is minimal guidance on the amount of community benefit required to unlock building height.

5. **Minimum lot sizes to achieve any development bonuses.**

-

I do not support an increase in the minimum lot sizes in the draft Policy. There are numerous constraints that will intrinsically limit building heights within the precinct.

Conclusion
Overall, the draft policy does not provide any greater clarity on the bonus provisions. A more robust methodology is needed to give the developer certainty. Greater certainty will ultimately encourage the preferred outcomes of the CBACP to be achieved.

Yours Sincerely,

[redacted]

Sent from Yahoo7 Mail on Android

From: [redacted]
To: CanningBridge
Cc: Marten Tieleman; Steve Cope
Subject: Proposed Local Planning Policy - Reject it
Date: Tuesday, 7 May 2019 9:24:03 PM

The proposed ***Local Planning Policy (LPP) should not be accepted in its current form***

I am a resident and ratepayer in the City of Melville.

And I continuously see that the Planning Department at the City of Melville continues to disregard the concerns that residents have. Once again it is obvious that the apprehensions of residents regarding the bonus height provisions have been ignored in the proposed Local Planning Policy! The LPP in its current form will undoubtedly benefit developers over residents and ratepayers who live in the areas that the LPP will apply to.

This Policy was a mandatory requirement by the Council and the Development Assessment Panel in order to clarify the position of the assessment of any extra height provisions. It should not be left to decision makers or those preparing reports presented to the decision makers to put their own slant on 'exemplary design' or 'community benefit'.

Careful consideration of all matters should be given at the time when areas are being zoned or rezoned and the zoning dictates should be strictly adhered to. There should not be any allowance for extra heights. This will ensure that there is no compromise on the integrity of the City's administration, the City's Planning Department or the DAPs. There will be no room for possible exploitation or misrepresentation. And residents and ratepayers will be spared the angst of having to fight 'monster developments' that sprout up around them.

The assessment process must not be dictated by the discretion of those making the decision.

Developers and administrators should not be able to manipulate the system. One has to look at the towers being constructed on Canning Highway in the vicinity of the Canning Bridge on the City of Melville side, to understand why residents and ratepayers are angry and upset. Residents are unable to get out of their own driveways at peak times.

On the observations expressed above, I believe that this LPP should not be accepted.

Yours sincerely
[redacted]
(Resident, City of Melville)

With respect to the proposed bonus building height provisions for the Canning Bridge Activity Centre Plan.

Please note that this submission opposes the proposed provisions as the threshold for the provision of bonus heights seems very subjective, open to manipulation and provode no useful objective comparison of the commercial value of the bonus heights sought and the commensurate value of the community 'benefits' claimed to be provided. This needs to be addressed so that criteria are less subjective and more quantifiable.

These provisions will do nothing to reassure the community at large that heights are being determined objectively and impartially.

Additionally, there is significant risk that the proposal will lead to interference with the height heirarchy in the precinct - which has always been seen as a very important characteristic of the precinct.

I note that the approval of height bonuses of the magnitude proposed is inconsistent with the original intent as expressed through many community consultation meetings.

In my view any modification to bonus height provisions should be part of an overall development concept for the precinct rather than individual developments being considered in isolation from each other in an ad hoc manner.

If *development comprises an aged care facility* is to be a criterion for bonus height then it is necessary to define what is meant by the term 'aged care facility' – is it residential and therefore expected to be a long duration benefit to the community or simply a clinic type facility that might be of short duration and of little ongoing value. This distinction is not academic as at least one developer is proposing to use a small scale clinic type facility to satisfy this criterion.

[redacted]

[redacted].

From: [redacted]
To: CanningBridge
Subject: Submission - CBACP - Draft Bonus Building Height Provisions
Date: Tuesday, 7 May 2019 10:46:37 PM

Dear Sir/Madam

Please find below my observations regarding this draft.

- I am glad to see that there is going to be some attempt to quantify how bonus building heights are allocated within the CBACP M10 and M15 zones. It would be nice to see similar policy considerations flow on to the CPS in total. I express my total disgust at the way bonus height has currently been allocated to many of the developments in M10 and M15 since the adoption of the CBACP.

- There needs to a clear statement that the precedents set in recent times regarding bonus heights (eg Sabina especially, but also to a lesser extent Cirque and The Precinct) do not apply. It may be inferred in the document, but there is nothing like a clear statement to set the tone.

- Directions 2031 and the CBACP had target populations, yet this policy does not reference back to them. Any proposal for bonus height must be looked at in terms of how the target populations will be met (BUT NOT EXCEEDED within the proposed time frames) in each of M10 and M15, and also ensure the distribution of the population within M10 and M15 is relatively even. The City has already partly destroyed this concept especially through the approval of Sabina (in which I was one of the few opponents of the massive bonuses given at the time of approval). For instance, CBACP states that the number of dwellings in the entire area (ie Melville and South Perth combined) should increase from 1,900 to 4,000 by 2031. The three stages of Sabina will account for over 20% of this planned growth. I have to wonder why any future developments even need the height bonuses if the City is going to achieve the growth targets so easily.

- Consequently, I still feel the threshold bonus heights are too high. Also remembering that with respect to the Raffles redevelopment, residents were promised on a stack of bibles that 17 storeys would not be the thin edge of the wedge, and the Raffles would be an iconic landmark not overshadowed by similar developments west and south. Accordingly, it would seem that 12 storeys should be a maximum in M10 and 20 in M15.

- I fully support the greater lot size capability.

- I fully support the "bonus not as a right" statements.

- I believe the performance criteria for exemplary design are not specific enough. In these days when there is an oversupply of apartments, and developers do not have a hope of selling units at the extraordinarily high prices they are demanding in the CBAC unless the design is exemplary, there shouldn't be a bonus for the good design they have to do anyway to compete in the market.

- Ditto for Green Star ratings – the developer has to do it anyway to attract the

type of buyer they want.

- Traffic statement (21.4.3). Along with height, traffic management is the biggest source of contention for ratepayers. This statement is nothing short of pathetic. What does the statement "that the additional floorspace allowed will not unduly impact on the surrounding centre" mean? How do you measure "unduly"? I also disagree that only the bonus floorspace should be considered. The entire development should be considered, in the light of the target population/dwellings for the area. I further contend that traffic management during the actual building process needs to be considered. The recent example of allowing The Precinct to block off Sleat Rd for the personal gain of the developer and great frustration and time cost to ratepayers, should not be allowed. The Woolworths site at Reynolds with their blocked lanes is another example of great inconvenience to the ratepayers. Bonus height should only be considered if the developer has a traffic plan during the building process that does not impact on neighbours, motorists, cyclists and pedestrians (the effect on pedestrians never seems to be taken into account, but during building these developments are a major discouragement to walking, and I am a prime example of this).

- Element 22. It says four of the sub-elements needs to be identified and provided. I do not think it should be up to the developer to decide. The sub-elements need to be prioritised by the City, and the priorities regularly (as in almost after every approval) reviewed on the basis of past and current approvals. To try to explain, we do not need every developer providing public facilities (toilets, showers etc) but none providing pedestrian networks. Which of these elements are most needed NOW? Which ones might the City view as being desirable for EVERY (or nearly every) development (eg I would think view corridors and mid-winter sunlight to be pretty important, or it being mandatory to cede land along Canning Hwy). Should it only be four sub-elements? Perhaps bonus heights should only be given for more than four elements?

Yours faithfully

[redacted]

From: [redacted]
To: CanningBridge
Subject: Canning Bridge Structure Plan Review - Heights
Date: Tuesday, 7 May 2019 10:55:16 PM
Attachments: PastedGraphic-1.tiff

To whom it may concern,

I am writing this email in relation to the review of the manner in which building height bonuses are granted.

I am NOT in support of the proposed changes and draft policy of the CBSP (Canining Bridge Structure Plan). I suggest that the current CSBP be left unchanged.

Performance Assessment of Bonus Item

I own multiple properties in the M10 and M15 zones located in the Canning Bridge Structure Plan 'CBSP'. My decision to invest in the CBSP was principally made following a substantial review, analysis and on the basis of the information contained in the CBSP dated March 2015.

The changes now being proposed on the assessment of bonus items are much more stringent and thus unfair on me as the land owner . The proposed changes now being put forward will devalue my properties and make it more difficult, more expensive with respect to design, planning and construction to achieve the same height levels that were previously permitted under the policies of element 22.1 of the CBSP March 2015.

I have written correspondence from the City of Melville obtained in 2015 confirming that 15 levels could be achieved if 4 points of the element 22.1 was met. Council planners had also advised that no height limit had been placed on bonus height.

The new proposed policy is too stringent, onerous, unreasonable and unnecessary. The original CBSP policy as to height bonus was made following significant community consultation and utilised efficiently and effectively.

It would now be most unfair, unjust and inequitable on the land owners in the CBSP to be subjected to such major changes to the bonus height provisions.

Identification of thresholds to bonus height

The CBSP 2015 did not put a height limit in the M10 and M15 with respect to bonus height provision. It would be unfair, unjust and inequitable on the land owners in the CBSP to be now subjected to a height limit to maximum heights of 15 for M10 and

Placing a height limit on M10 and M15 to 15 levels and 25 levels respectively would negatively impact on design, creativity and density.

Apartment towers in Melbourne, Sydney and Brisbane are generally much higher than 10 or 15 levels.

South Perth and Scarborough have approved 30 and 40 level towers. Why is Applecross being limited to 10 and 15 levels with bonus heights being proposed to be harder to obtain?

Requirements for the consideration of bonus height above the policy thresholds

I do not support the draft policy for the requirements for the bonus height above the policy thresholds. It would be unfair, unjust and inequitable on the land owners in the CBSP to be now subjected to further requirements that were not proposed in the original CBSP March 2015.

The requirements are too stringent, unreasonable and unnecessary.

Conclusion

The City of South Perth has not changed the CBSP so why should the City of Melville change the CBSP?

The CBSP March 2015 was prepared by WAPC, Department of Planning, City of Melville and City of South Perth. The City of Melville should not impose independently new policies without all other stakeholders being consulted.

The current CBSP is working well and the City of Melville planners are doing a wonderful job implementing the CBSP.

I believe that the proposed height restrictions on future apartment buildings in CBSP are unwarranted and unjustified. Apartment towers around 20 to 30 levels are common all over South Perth, Melbourne, Sydney, Brisbane and many other cities around the world.

I would prefer to see beautifully designed tall slender towers in CBSP rather than square low rise blocks of units.

I do not support the Draft Policy of the CBSP.

Kind regards,

[redacted]

From: [redacted]
To: CanningBridge; Cr Nicholas Pazolli; Cr Steve Kepert; dean.nalder@mp.wa.gov.au; Minister.Saffioti@dpc.wa.gov.au; simon.obrien@mp.wa.gov.au
Subject: Proposed Local Planning Policy: Canning Bridge Activity Centre Plan
Date: Tuesday, 7 May 2019 11:21:38 PM

This email is to express my concern regarding the Bonus Height Provisions of the proposed Local Planning Policy.

I reside in Alfred Cove and travel regularly on the already very busy Canning Highway, experiencing the extreme traffic congestion which occurs during peak-hour times and often well beyond. I am very worried that this will only become much worse, and dangerously so. The local population increase that such proposed high rise plans attract, would see exponential pressures placed on all transport access ways.

I do not object to increasing housing density, but believe that very tall developments with little green space, closely hugging the highway, will destroy the suburban tranquility of the Melville area and severely detract from healthy community interactions and functioning.

There appears to be scant regard for the interests and rights of others already living in the vicinity. Certainly, during the consultation period with ratepayers, no indication of the extent of the height exemptions for developers was indicated. Rate payers who lie in the area, purchased their properties because they appreciated the locality and its suitability for suburban living. They are now faced with randomly placed high rise buildings, blocking their sunlight and over shadowing their outlooks. They did not anticipate the level of higher density living that such developments impose in a suburban area.

I urge the Melville council to consider sustainable high density housing that does not destroy the amenities and lifestyles of residents and businesses already existing in the Canning Bridge area. A prime consideration should be to create an attractive and environmentally sustainable development, that meets the needs for population increase, yet retains the ambiance of Melville suburbs, provides generous green space and combats traffic congestion, well into the future. The developments in White Gum Valley show how such thoughtful and progressive planning can meet all these needs.

Sadly, it has become obvious to ratepayers that their voices are overlooked in favour of the pressures from developers, who appear to hold sway with a proportion of our councillors.

The City of Melville has demonstrated that it is not able to accommodate and balance competing interests. It has ignored the voices and opinions of existing residents, and has not been able to moderate the height of new developments. In view of this, I strongly object to, and do not approve of, any proposal that would allow the City of Melville to approve height bonuses.

Regards,

[redacted]

Resident of [redacted].

From: [redacted]
To: CanningBridge; Marten Tieleman; Steve Cope
Subject: CBACP
Date: Wednesday, 8 May 2019 11:55:53 AM
Attachments: submission25Aug2015.docx
21.4.1.docx

I refer to the new Canning Bridge Activity Centre Plan – Bonus Building Height policy. This document is a clear admission by council that they, and JDAP, have failed to correctly interpret and apply the CBACP bonus provisions especially in regards to solar access for adjacent properties (21.4.1). My submission to council on the 25th August 2015 re the Cirque development specifically mentions 21.4.1 and councils obligation to enforce this requirement. I also made subsequent comments about the JDAPs complete disregard and/or false interpretation of this provision for both the Cirque and Precinct developments.

Given these facts I would suggest that adjacent landowners that have seen their property values trashed by these negligent planning approvals would have a prima facie case for significant class action compensation here!

Regards

[redacted]

DISCLAIMER: The information contained in this email (including attachments) is intended only for the use of the person(s) to whom it is addressed as it may be confidential and contain legally privileged information. If you are not the intended recipient you are hereby notified that any perusal, use, distribution, copying or disclosure is strictly prohibited. If you have received this email in error, please immediately advise us by return email and delete the email document.

This notice should not be removed.

Good morning [redacted]

Confirming receipt of your submission. Your comments will be taken into consideration as part of the report.

At this stage the responsible authority report for the development proposal is due to the DAP on 10 September 2015. We will then be notified by the DAP of the meeting date to which you will be sent an invite.

Regards

Joanne Wardell-Johnson
Senior Planning Officer
Joanne.Wardell-Johnson@melville.wa.gov.au
Phone: (08) 9364 0235
Fax: (08) 9364 0285
www.melvillecity.com.au

City of Melville, 10 Almondbury Road, Booragoon, Western Australia 6154

Follow us on Twitter | Subscribe to eNews

From: [redacted]
Sent: Tuesday, 25 August 2015 5:04 PM
To: Joanne Wardell-Johnson
Subject: RE: Kishorn Rd development

I Joanne,

If it's not too late, as promised few comments relating to this development addressing CBSP elements specifically.

They are:

- Overshadowing and solar access issues. The East West footprint for these towers blocks off all Winter Sun to properties to the South (as evidenced in the MJA overshadowing diagrams). Contrary to the bonus provision requirements in the design guidelines (specifically 21.4.1), there has been no regard for solar access relating to adjoining properties.

- Public Open Space is a bit light on, especially when compared to those glossy brochures showing green areas accessible to all. Given the 4000m space, I was expecting something more substantial with interaction with restaurants, coffee shops and the like – a bit like the new Cloisters development in the city. All the podium amenity is for private use only.

- I think the 75 meter height in the context of the existing structures in the street and the minimal setback from the road would be overwhelming, and definitely wouldn't respond to the human scale. There is also a question mark as to whether a 20 storey structure should sit on the boundary of an M10 zone, and does it provide an appropriate transition to the numerous residential buildings in close proximity. Also the proposed 75 meter height is considerably taller than the 15 story limit of 48 meters, and the heights are not staggered with the natural ground level from Ogilvie to Kishorn. Clearly the developer is pushing the boundaries here, especially when ignoring the bonus provision requirements. Given that outside of these provisions there is no discretion on the 48 meter limit, I would expect the decision maker to enforce this requirement. Although it's excluded from the guidelines, common sense should prevail when looking at existing built form on Kishorn Road. The 2 and 3 storey Azzure development spans a considerable part of the street and it's obvious that these apartments are going nowhere soon. Given this fact surely there should be some consideration as to how a 75 meter structure would relate to this development.
- Linking Pathways. Element 19.2 suggests that access to loading zones cannot be via a linking pathway. Also, the original vision suggested that Kishorn Road would become a dead end and vehicle traffic would be discouraged (i.e. a pedestrian type zone). With 300 car bays and an estimated 3.5 trips a day (Main Roads estimate) I don't think Kishorn Road vehicle access is appropriate. All vehicle and service entrances should be via Ogilvy.

- Traffic management. Clearly there is an immediate issue with traffic in this quarter. It takes 10 to 15 minutes to access the Kwinana Fwy from Kishorn. Helm and Sleat are in gridlock each morning as traffic light sequencing is shortened to facilitate a smoother flow on Canning Hwy, and Rat Run queue's stretch up to a kilometre. If there is going to be another 1000+ trips a day via this new development, there needs to be an immediate traffic solution / plan. I also think there is an obligation under 21.4.3 for the developer to provide evidence that the extra bonus provision floor space will not unduly impact traffic in this area.

- Linking Pathways, pedestrian access and security. Once again the glossy images of pedestrians walking through green zones doesn't quite jell with a pathway through a basement car park and loading zones. Surely given a 4000m land parcel, the developer could come up with something a bit more palatable. This has security issues written all over it, and it completely contradicts the underlying theme of the linking pathways.

To summarise :

Bonus provisions rubber stamped by DAP and Government Architect with no justification. CBSP mandatory bonus provision clause 21.4.1 states “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”.

Looking at the Design Review Panel Minutes attachment in the 30 November JDAP (see http://www.planning.wa.gov.au/Metro-Central-JDAP.asp) this clause is not even addressed for the Kishorn Towers, which runs 80 meters east to west and has zero regard for solar access from the north. The expert design panel justify a height limit bonus (from 48m to 75m – effectively 8 storeys) with a simple one liner : “ The scheme is generally considered to be of good quality design”. There is this overarching myth that the two tower design somehow protects the neighbouring amenity, but it just doesn’t pass the pub test - even Blind Freddy can read an overshadowing diagram.

6.2 Eligibility for Development Bonus

The scheme is seeking a development bonus of 5 storeys. [storeys/metres/plot ratio as applicable]

a) Eligibility on the basis of design quality (Canning Bridge Structure Plan Clause 21)

- The scheme is generally considered to be of good quality design.

For the Precinct development on Canning Highway there is a bit more discussion about solar access and overshadowing. The design panel comment that :

- It appears that little effort has gone into mitigating overshadowing impacts on neighbouring properties, given the monolithic, singular tower form.

7.3 Overall Design Assessment

(a) Strengths of the proposal

- There did not appear to be any areas where the proposal was particularly strong.

(b) Suggested improvements to the proposal

- Modification of the ground floor design to provide continuation of the strong, active and finely-grained street edge seen in the neighbouring lots along Canning Highway.
- Modification of the tower form to mitigate its bulk, scale and overshadowing.

7.4 Recommendations

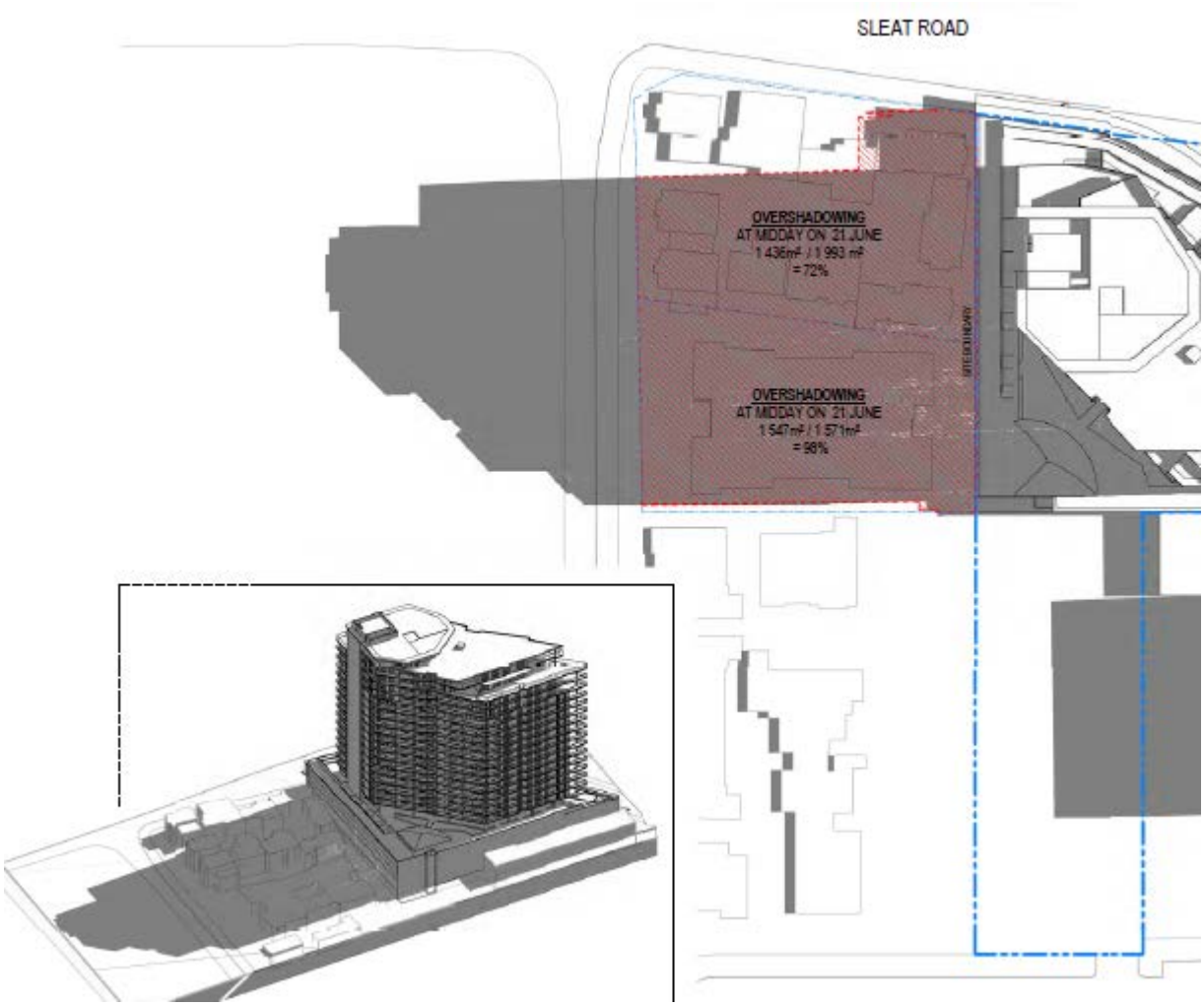
- The design is not supported, as it is not considered to offer the level of design quality warranted by its prominent location and / or the development bonuses requested.
- It is recommended that the design is modified in accordance with the 'suggested improvements' noted above.

Despite this recommendation the JDAP simply rubber stamped the bonus height again, with no amendments and the following justifications. In summary, it's how future residents are affected (i.e. when a new tower is built), and that once again these overshadowing diagrams somehow demonstrate how neighbouring impacts have now been considered – even though nothing has changed! What chance has Joe Public got when everybody else (Council, JDAP, Design experts, pollies etc) are all saying black is white.

Modify the tower form to mitigate its bulk, scale and overshadowing.	The applicant demonstrated in their planning application submission, that a No of options were considered in the pre application design process. These details were the subject of pre-lodgement discussion. The options considered the size of the lot (approx. 3200sqm) and its irregular shape. The Panel acknowledged the intention of the CBSP to mandate podium style development with tower form(s) setback above podium height. Given that this was the desired outcome in pre-application discussions, the built form as proposed is retained. The option to disaggregate the floor space into two towers for example is not considered viable in this case.

21.4.1 Designed with regard for solar access	Y	The applicant has considered the impacts that the additional building height will have in terms of solar access, noting that the requirements of Element 21 apply to the additional height sought, not the 15 storeys that are mandated by the Structure Plan. In this case, the single tower form rising to 22 storey's in height, is articulated and sited on the lot to maximise solar advantage for future residents, and minimise solar impacts on existing residents. This is achieved in part by virtue of the tower form being sited towards the Canning Highway frontage of the lot. In assuming this position on the podium, the building is then designed to angle across the width of the lot, maximising its presence across

		the northern frontage, and reducing its impact to the south. It is acknowledged that development at the height and scale envisaged by the Structure Plan cannot be designed without an overshadowing impact. The onus is on the developer to demonstrate how their development has taken into account the need for solar access, and to reduce, through sensitive design, any adverse impacts that might otherwise accrue. This is something which the applicant has provided in this case. See Drawing Nos. A-1604, A-1605, A-1606 and Design Research Plans


SLEAT ROAD
OVERSHADOWING
AT MIDDAY ON 21 JUNE
1 436m² / 1 993 m²
= 72%
OVERSHADOWING
AT MIDDAY ON 21 JUNE
1 547m² / 1 571m²
= 98%

From: [redacted]
To: CanningBridge
Subject: Website Comments: Canning Bridge Draft Bonus Building Heights Policy
Date: Wednesday, 8 May 2019 2:57:24 PM

Name: [redacted]
Address: [redacted]
Interest in the area(eg. Property Owner, Developer, Investor, Employment, Visitor):

Comments: I live in the Melville council area, I think the proposed zones offer a vibrant outlook for the area to inject some life and business opportunities. My only concern would be the lack of natural light on lower buildings if they dwarfed by the 10+ story buildings near by. The new apartments currently being built near raffles end of canning hey have greatly shadowed surrounding buildings. I think capping heights at 10 levels in max areas and staggering it lower from that point is better.

Regards [redacted]

Sent from my iPhone

From: [redacted]
To: CanningBridge; martin.tieleman@melville.wa.gov.au; Steve Cope
Cc: Cr Nicholas Pazolli; ben.morton.mp@aph.gov.au; dean.nalder@mp.wa.gov.au
Subject: Re: Canning Bridge Activity Centre Plan.
Date: Thursday, 9 May 2019 12:22:00 PM

The Canning Bridge Draft [sic] Heights Policy published by the City of Melville proposes to 'normalise' building heights of 25 storeys in the M15 Zone designated for 15-storey development and 15 storeys in the M10 zone designated for 10-storey development.

These proposals are contrary to those agreed after public consultation about three years ago and are unacceptable to local residents as they demonstrate a complete distrust and lack of good faith by the City of Melville towards its ratepayers. The Mayor had promised "no New York skyline" while he was in office and has clearly disregarded that promise.

Part of Canning Highway is designated M15 in the Plan but "Sabina" is allowed to double that height with no apparent benefit to local residents. Similarly, "Cirque" apartments at 22 storeys is in an M15-storey area, not only with no discernible benefits but with some detrimental effects, e.g. reduction of safe footpath widths and greatly overshadowing buildings some distance to the south. The "Precinct", also in a 15-storey maximum area, is being built seven storeys higher for no obvious residents' benefit.

Those extra heights will cause shadows on gardens, houses and solar collectors to their south, decreasing the amenity of residents there. They will also inevitably lead to more residents with cars and therefore cause more traffic congestion; for example, it recently took me 9 minutes to drive 500 metres from View Road to Canning Highway at about 08:45 and then several more minutes to reach Kwinana Freeway. Those times will no doubt increase after completion of the new buildings.

The supposed public consultation appears to have been a deliberate and cynical exercise by CoM as the public input regarding maximum heights has been greatly ignored. The areal extent of the Plan has also been increased after the "consultation" and not in accord with the wishes of the affected residents. We moved in to this area because we perceived it as a quiet, low-rise predominantly residential development.

In my opinion, an unbiassed external review is required on all CoM proposals for the area, to conform with existing planning.

Yours faithfully, [redacted].

From: Mark Scarfone
To: William Schaefer; Jack Hobbs
Subject: FW: Canning Bridge building heights policy
Date: Monday, 13 May 2019 12:57:52 PM

Hello gents,

Another submission on Canning Bridge heights policy for your consideration.

Cheers,

Mark

From: [redacted]
Sent: Monday, 13 May 2019 10:40 AM
To: Mark Scarfone
Subject: Canning Bridge building heights policy

Hi Mark
I didn't manage to find the to prepare a formal submission on the building heights policy. However, please find my thoughts below anyway and hopefully they can be considered as an informal submission given my role on the DRP.
The general intent is fine, but as a policy I do find it overly confusing because of its length, its structure, the need to refer back to the CBACSP, and the overlaps between design and community benefit considerations, which in my view conflagrates the two issues.
I would suggest the policy could benefit from being described as process steps (and illustrated with a flow chart), for example:
Step1: Does it meet the necessary standard prerequisites?
Because these are effectively the Element 21 considerations, I'm not sure that these need to be listed in the policy. And, by not listing them in detail, it would make the policy shorter. I see it as quite simple – meeting all of the desired outcomes and being compliant with the requirements in the CBACSP is essential before being considered for a bonus. If not, do not pass 'go' and do not collect any additional floors.
However, one consideration that doesn't fit neatly is the larger site area required for a bonus. Perhaps this could be described as …
Step 2: Does it meet the additional prerequisites (such as site area and distance from a zone transition)?
If so, the assessment proceeds to the next step. However, I'd also suggest adding in a 5% discretion for lots that don't quite meet the thresholds for the larger site area.
Step 3: Is it considered exemplary design by the DRP?
Although this is an Element 21 consideration, I'd make it stand out as a step in its own right to emphasise that is more than mere compliance. On this issue, can a merely compliant design receive a bonus if it provides community benefit but is not exemplary design? It may be possible for a design to meet all the desired outcomes (via the requirements) of the CBACSP and still not be rational, elegant, attractive, and well-resolved. Therefore, exemplary is, in my definition a big step up from merely compliant.
My view is that exemplary design is a prerequisite for any bonus, and applicants shouldn't be in a position of choosing between good design or added fruit. 'Exemplary' to be defined. My view is that an exemplary design is one that meets

all the desired outcomes of the CBACSP in a manner that is rational, elegant, attractive, and well-resolved.
In summary, in my opinion, exemplary design is a yes/no gateway to the next step. To do otherwise would place the DRP in the position of trying to define how much bonus the design quality of a proposal justifies. In other words, exemplary design opens up the door for consideration of bonus height, but it doesn't buy you ‘x’ more floors depending on how outstandingly brilliant the design is.

Step 4: Having addressed the design question, does it provide community benefit, and if so, how much?

This is the part where the bonuses should kick in and needs to be commensurate with the offering, and essentially relates to the Element 22 considerations.
In regard to the Element 22 considerations, some are arguably more relevant than others.
22.1.1 – Street frontage is arguably an aspect of exemplary design anyway, and the criteria largely relates to 22.1.2, which is about the creation of spaces. I’d take 22.1.1 out of the list of considerations as it offers too easy a win for little extra benefit.
22.1.2 Spaces - there needs to be a reminder here about the bonus being commensurate with the extent of the space provided, rather than for simply ticking the boxes. I'd also suggest a minimum size (say, 10% of site area) and a minimum depth. Otherwise, all fine.
22.1.3 – Amenities - again, there needs to be a reminder here about the bonus being commensurate with the extent of the facilities provided, rather than for simply ticking the boxes. Otherwise, all fine.
22.1.4 – Affordable housing - again, there needs to be a reminder here about the bonus being commensurate with the extent of the facilities provided, rather than for simply ticking the boxes. Otherwise, all fine.
22.1.5 - Pedestrian links. All fine.
22.1.6 – View Corridors – In my opinion, this is a non-discretionary design issue that contributes to exemplary design and should not be an ‘extra’ that warrants a bonus.
22.1 7 – Community meeting facilities – whilst a nice to have, I’m not convinced that it warrants much of a bonus. I think this one where the bonus could be expressed as a multiple of the floor area provided for the facility. For example, 100sqm of meeting facility = 250sqm of additional floorspace, etc.
22.1 8 – Hotel - which is a good thing to encourage. However, it raises the question of whether it is only the hotel gets the bonus height or whether the inclusion of a hotel gets a bonus. And, if so, is there a minimum size (eg 40 keys) and is there differentiation between a high-end hotel and an ordinary hotel (as per City of Perth) and do short-stay apartments count? This is also one where the bonus could be pro-rated – e.g., say, at 1:1 so a 4000sqm hotel would open the door to 4000sqm extra residential floorspace to help pay for it.
22.1 9 – Aged care – again, good to have. However, the aged care industry is changing rapidly with a transition from residential care facilities towards care, even more acute care, delivered at home. The City needs to ensure that any ‘aged care facility’ is such that it requires a minimum number of bed licences, rather than simply being an apartment building where in-home care is provided.
22.1.10 Road widening – is this really a discretionary item for bonuses? Surely if it’s in the scheme, then it’s a prerequisite not an option.
22.1.11 Unbundled parking – I’m not entirely convinced that this something that warrants a bonus. I’m uncomfortable with a provision to encourage more car

parking, and more car use as a result, in a TOD location.

6-star Green Star - A 6-star building would be an impressive outcome because it is a remarkably high threshold to cross. However, the quantifiable environmental benefit over a 5-star building is modest, largely not visible, and hard to discern by the general public. Furthermore, my understanding is that the rating cannot be confirmed until after the building has been occupied and its use monitored. As such, the City could be providing a bonus for something that is only a promise, and one that might not be able to be delivered. I feel more comfortable with bonuses being provided for something that is more tangible.

Compatibility with Intended Height Hierarchy and Distance from Zone Transition – I agree with the intent. In my process above, this would ideally sit in Step 2 as an additional prerequisite, along with the larger site area. However, I think there is scope and benefit to all parties to quantify the distance from a zone transition where proximity becomes a concern - 50m for M10 and 100m for M15? Also, when a proposal is awarded a bonus it automatically jumps the height hierarchy, so it cannot be compatible with the height hierarchy by definition.

Exceeding of Desired Outcomes – This gets back to the issue of whether a stunningly brilliant design warrants a larger bonus that a simply brilliant design or an exemplary design, and how is it assessed. Whilst it might sound counter-intuitive from a DRP member, my view is that exemplary design is the threshold that needs to be achieved to open the door to other bonuses. If someone goes beyond exemplary into the realm of brilliance, that's great but it shouldn't warrant more height. The height should be awarded for more tangible benefits.

The 15 and 25-storey thresholds for M10 and M15 – I agree with these in principle. The 50% leap from 10-15 fin M10 feels appropriate given the range of items that can attract a bonus. The 66.7% leap for the M15 is more challenging. My suggestion would be to make the 25 floors contingents on achieving 5 of the Element 22 provisions, as compared to 4 for the M10 area, given that the larger site and higher starting point would provide more capacity for achieving more of the 'extras'.

I hope all of the above helps …

Cheers

[redacted]