



**PROPOSED AMENDMENTS / RESOLUTIONS AT
COMMITTEE OR COUNCIL MEETINGS**
(Elected Members)

Please forward this form to – Governance@melville.wa.gov.au

Name:	Councillor Margaret Sandford
Date of Meeting:	15 September 2020
Meeting of the:	OMC
Item No.	P20/3867
Title of Item	GROUND LEASE REDEVELOPMENT PROPOSAL 13 THE ESPLANADE AND 64 KISHORN ROAD, MT PLEASANT

Disclaimer: Where administration has provided any assistance with the framing and/or wording of any motion/amendment to the Elected Member who has advised their intention to move it, the assistance has been provided on an impartial basis. The principle and intention expressed in any motion/amendment is solely that of the intended mover and not that of the officer/officers providing the assistance. Under no circumstance is it to be expressed to any party that administration or any officer holds a view on this motion other than that expressed in an official written or verbal report by administration to the Committee or Council meeting considering the motion.

PROPOSED AMENDMENT OR REJECT AND REPLACE MOTION:

(If an amendment is proposed, please identify the words being amended and reasons for the amendment)

That the Council:

1. Notes the submissions received as detailed in this report;
2. Directs the Chief Executive Officer to cease negotiations with ORYX Communities Melville Pty Ltd; and
3. Directs the Chief Executive Officer to facilitate Elected Member Concept Forums for discussion as to the development of a Swan & Canning River Foreshore Master Plan to provide for the coordinated and strategic development of the Swan & Canning River Foreshore areas, with earliest priority given to the river foreshore areas within the Canning Bridge Activity Centre.

REASONS:

1. The public submissions received in relation to the Oryx proposed development (**Facility**) indicate a high degree of community concern as to the potential height of the Facility, the increase in 24/7 traffic movements on Kishorn Rd and The Esplanade, Mt Pleasant; and the increased demand for parking, which



- would be generated from this commercial Facility for residential aged care (high care), a child care centre, independent/assisted living apartments for seniors, space to replace the Canning Bridge Senior Citizen's Club, dementia day care services, café / family restaurant, and ancillary healthcare services (such as physiotherapy, pharmacy, and chiropractor).
2. Having regard to the impact of the Cirque high rise development on Kishorn Road, many submissions express concern that the Facility would exacerbate already serious traffic and parking issues on both Kishorn Road and The Esplanade, especially at peak hours when parents would drop off and collect their children to the childcare centre.
 3. Kishorn Rd (nicknamed Kishorn **Lane** in some submissions, because parked cars have reduced it to one lane) still has a number of original houses on large blocks which will no doubt be developed into high rise in the not too distant future. Consequently the impact of future development on both Kishorn Road and The Esplanade needs to be the subject of an integrated planning strategy to take into account the impact of cars accessing the Facility, Cirque, and future developments, about which locals are rightly very concerned.
 4. Some submissions express valid safety concerns for evacuating 100 aged people and 82 very young children from the child care centre from the high rise Facility in the event of an emergency, when lifts may not be operational.
 5. There are also questions around the desirability of child care centres with no or minimal natural outdoor play areas.
 6. Many commuters already park in the marked car bays along The Esplanade closest to Canning Hwy (near the Facility) all day to walk to the Canning Bridge Train Station, thus already impacting the availability of car bays for general use along The Esplanade. Indeed 13 The Esplanade is currently used as a car park.
 7. 13 The Esplanade is also across the road from the narrow strip of Canning River foreshore area which houses the popular Swan River Rowing Club. The dual-use narrow pathway along the river foreshore opposite the Facility is heavily used by walkers and cyclists alike. Pelotons of serious cyclists taking up whole lanes of the Esplanade are a daily feature of this popular recreational area.
 8. No stakeholder engagement has taken place with the user groups of the Swan River Rowing Club, including schools and universities, and the peak cycling body, Cyclewest, as to the potential impact of the Facility on access to, and the safety of, rowing and cycling activities. From my observations of the area and discussions with the community I believe the increased traffic and parking movements generated by the Facility would be detrimental to walkers' and cyclists' safety and amenity.
 9. We have already experienced how access to, and parking supply for, Deep Water Point on The Esplanade has been seriously diminished by the large Dome cafe commercial development, which in summer has led to very long queues of cars with boat trailers along The Esplanade coming from Canning Hwy, and from Leach Hwy, all trying to access the boat car park at Deep Water



- Pt. Consequently the City is now put to the expense of trying to provide more parking near Deep Water Pt.
10. The 2020 Strategic Community Plan has identified that the top priorities for CoM residents is Clean and Green, Safe and Secure, and Healthy Lifestyles, far ahead of growth and prosperity, which was the City's core value when the request for tenders which resulted in this Facility proposal was made.
 11. The riverside areas of CoM are identified in the 2020 Strategic Community Plan as being the most cherished jewel in the Melville Crown, no matter where in the City people live.
 12. The Canning and Swan River foreshore areas are a massive drawcard for people from all over the Perth Metropolitan area for public recreation including picnics, fishing, boating, walking, cycling, rowing, kayaking, and water skiing.
 13. Multi-commercial development of such a high intensity as the Facility is highly likely to reduce access and amenity to the Canning River foreshore area for general recreational purposes and for local residents alike.
 14. There is no certainty that anything more than minimal parking provision will be required from the developer of the Facility, which will not be enough to accommodate the many visitors to the facility, including service vehicles, 24/7.
 15. It is therefore in the best interests of the community and good planning for the Council to terminate negotiations with Oryx in respect of the proposed Facility pending the development of an overall Swan & Canning River Foreshore Master Plan to provide for the orderly and strategic development of the Swan & Canning River Foreshore areas.
 16. Given the community concerns which have led to the current review of the Canning Bridge Activity Centre Plan, the earliest priority for the proposed Swan and Canning River Master Plan should given to the river foreshore areas within the Canning Bridge Activity Centre to prevent hotchpotch, uncoordinated development in these areas. Traffic and parking management, recreational and hospitality infrastructure, height limits and density planning, and protection and enhancement of flora and fauna, including birdlife, should all feature in this Master Plan to guide and inform future development to reflect the community's priorities in the 2020 Community Strategic Plan.

SIGNATURE: _____