UP23/4025 – REVIEW OF CANNING BRIDGE ACTIVITY CENTRE PLAN – RECOMMENDATION TO WESTERN AUSTRALIAN PLANNING COMMISSION (REC) (ATTACHMENT)

Ward	:	Applecross - Mt Pleasant
Category	:	Activity Centre Plan
Application Number	:	Not Applicable
Property	:	Not Applicable
Proposal	:	Review of Canning Bridge Activity Centre Plan (CBACP) Recommendations to Western Australian Planning Commission
Applicant	:	Not Applicable
Owner	:	Not Applicable
Disclosure of any Interest	:	No Officer involved in the preparation of this report has a declarable interest in this matter.
Previous Items	:	P20/3869 RFT202102 Review of Canning Bridge Activity Centre 16.1 CBACP Review Advertising and CRG Feedback Ordinary Council Meeting 17 May 2022 P22/3992 Review of Canning Bridge Activity Centre Plan - Initiation of Advertising, 11 July 2022
Responsible Officer	:	Gavin Ponton Acting Director Urban Planning

AUTHORITY / DISCRETION

		DEFINITION
☐	Advocacy	*When the Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.*
☐	Executive	*The substantial direction setting and oversight role of the Council. e.g. adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.*
☒	**Legislative**	***Includes adopting local laws, town planning schemes & policies.***
☐	Review	*When the Council operates as a review authority on decisions made by Officers for appeal purposes.*
☐	Quasi-Judicial	*When the Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licences, applications for other permits/licences (e.g. under Health Act, Dog Act or Local Laws) and other decisions that may be appealable to the State Administrative Tribunal.*
☐	Information	*For the Council/Committee to note.*

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KEY ISSUES / SUMMARY

- Council on 18 August 2020 resolved to appoint independent consultants Hatch Roberts Day to undertake a review of the Canning Bridge Activity Centre (CBACP).
- The review process has been informed through investigations into the context and characteristics of the precinct and an extensive engagement program.
- Initial stakeholder engagement comprised Elected Member and staff briefings, community surveys, stakeholder group workshops and culminated in a three-day Place Design Forum.
- Preliminary stakeholder engagement indicated support for the existing precinct vision, however identified opportunities to improve the CBACP in areas such as certainty of outcomes, connectivity, bonus height processes, quality of public spaces, vibrancy and exemplary design.
- The initial draft CBACP was circulated to Elected Members in July 2021 for feedback with comments finalised in March 2022.
- The initial draft CBACP responded to the key issues of enhanced consistency/certainty, control of building height/bulk, design quality and reform of community benefit processes.
- Council considered the draft CBACP on 11 July 2022 and resolved to initiate its advertising to seek feedback on the content. The Council resolution also provided for advertising of a sperate report prepared by a community stakeholder group known as the Council Reference Group (CRG).
- The invitation to comment on the two reports was open from 29 August 2022 to 28 October 2022 with a total of 588 submissions received. The consultants have examined the submissions received and provided responses to the issues raised. These responses have been informed through the results of a series of four workshops with a representative panel of stakeholders. A schedule of submissions has been prepared which responds to issues raised during the advertising period and identifies proposed modifications to the draft CBACP.
- Council is now required to consider the content of the submissions received and decide if further modification to the draft CBACP is required. The draft CBACP is then forwarded to the Western Australian Planning Commission (WAPC) with a recommendation on whether the plan should be approved, including any recommendations on proposed modifications. The WAPC have imposed a deadline of 28 April 2023 for Council to provide its recommendations.
- The draft CBACP has responded to key concerns raised through the engagement process, whilst also having regard to the statutory planning framework. Further modifications have also been identified in response to issues raised in the comment period and the initiatives in the CRG report.
- Whilst officers have made a number of observations on the draft CBACP, it is noted that the consultants have been engaged to provide an independent response to the review of the CBACP. In these circumstances, it is recommended that the independent findings of the consultants be forwarded to the WAPC for determination. Recommendations regarding open space are however considered premature, given significant City-wide financial implications and the opportunity for City landholdings to achieve both an immediate open space benefit as well as securing ongoing benefits both within the precinct and City-wide.
- Additional studies and longer-term actions are also identified in the consultant's Report on Consideration of Submissions. It is recommended that these be acknowledged and highlighted for re-visiting following the WAPC determination on the CBACP.

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BACKGROUND

State Planning Policy 4.2 (SPP 4.2), originally gazetted in 2010, designates the Canning Bridge precinct as a District Centre Activity Centre.

Adopted in 2015, the CBACP established a foundation for the future of the area, in the form of a vision, planning controls and recommended public realm enhancements. The CBACP includes land in the vicinity of Canning Bridge Railway station within the City of Melville and the City of South Perth and proposes an intensive scale of development, reflective of the strategic inner suburban location of the activity centre and transport connections. The Plan includes goals for ongoing development, guidelines for style of built form and an implementation framework for improvements to infrastructure and public spaces over time.

The Council, at its meeting on 18 August 2020, resolved to initiate the review of the CBACP through the appointment of independent consultants Hatch RobertsDay (HRD). The review related only to the City of Melville side of the CBACP and the project scope was limited to a focus on building height controls, operation of bonus height provisions, impacts of increased density of development and transition between areas of different development intensity.

The review process has been informed through investigations into the context and characteristics of the precinct and an extensive engagement program. Findings of this phase of the project were outlined in the Precinct and Place Report.

4025 – Attachment 1 CBACP Precinct and Place Report

A series of draft modifications to the CBACP were prepared as a result of the stakeholder engagement and precinct investigations. The draft CBACP was circulated to Elected Members for feedback in July 2021. Further information was provided to Elected Members including officer comment on the draft, highlighting of proposed changes and justification, EMES presentations from the consultants, comparison and testing report on proposed compared to existing controls and yield/capacity modelling analysis. Elected Member feedback was finalised in March 2022 and enabled the independent consultants to compile the draft CBACP.

The draft CBACP was subsequently presented to Council on 11 July 2022 where it was resolved to initiate the statutory advertising period for the document. At this meeting Council acknowledged an earlier resolution from 17 May 2022 which provided for the draft CBACP to be advertised contemporaneously with a report and series of recommendations prepared by the community group known as the Council Reference Group (CRG).

The draft CBACP and the CRG report were subsequently advertised for public comment for 60 days from 29 August 2022 to 28 October 2022.

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DETAIL

Draft CBACP as Advertised

The version of the draft CBACP advertised for public comment included a number of changes to the current document, which were informed by the preliminary engagement phases:

- Modifications to allocation of land use and built form zones, including the introduction of two tiers in the M15 zone.
- Introduction of limits to bonus height (3 additional storeys in M10; 5 additional storeys in M15 and 10 additional storeys in designated areas of M15) as well as associated floorspace limits for bonus area.
- Introduction of plot ratio controls throughout all zones and introduction of limits to tower floor plates.
- Additional controls and setbacks to podiums.
- Modification to the bonus height provisions including introduction of a financial contribution option for community benefits and removal of current guidelines for assessing merit of community benefits.
- Additional focus on activation of street frontages in the precinct core and enhancement of public streets and spaces.
- Additional side setback and overshadowing controls where sites adjoin land outside of the CBACP.
- Recognition of need for special design response to buildings fronting Canning Highway in view of State road proposals.
- Provision for developments to contribute to POS, where not previously provided through the subdivision process.
- Additional emphasis on opportunity for cash to be provided in lieu of provision of car parking spaces.
- Clarification of definition of mezzanine and that a mezzanine constitutes an additional storey.
- Introduction of a requirement for all development to achieve a five-star rating from the Green Building Council of Australia

4025 – Attachment 2 Draft CBACP as Advertised with Edits Marked

At the Council meeting on 17 May 2022, Council acknowledged the work of the community group known as the Council Reference Group (CRG) and resolved that the CRG report on the CBACP being advertised contemporaneously with the draft prepared by HRD. The CRG report contained a number of recommendations including reduced building heights, increased setbacks and removal of bonus height provisions. The CRG report is attached below:

4025 – Attachment 3 CRG Report as Advertised

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Advertising of the draft CBACP and CRG Report:

The draft CBACP documents were advertised for public comment for 60 days from 29 August 2022 to 28 October 2022. The advertising program included the following:

- Open Day Information Session (8 September 2022) including invitations to all previous participants – presentation of Precinct and Place Report and overview of draft CBACP content.
- Working Session with the CRG (27 October 2022).
- Youth workshop for 16-25 year old's (18 October 2022)
- Statutory advertising period including mail out to all occupants/owners, Melville talks on-line content, social media, newspaper advertising.
- Formation of a representative Canning Bridge stakeholder panel (to work through ideas and opportunities from submissions).

Results of Advertising Period

The advertising period resulted in the receipt of 588 submissions. Submissions included commentary of support or otherwise for the draft CBACP and the associated report prepared by the CRG. Key issues and themes were extracted from the submissions received and these items were workshopped with the representative stakeholder panel. Analysis of the submissions and the outcomes of the stakeholder panel informed the preparation of the final draft CBACP by the independent consultants.

The results of the advertising period, details of submissions received, responses to issues raised in the submissions and recommended modifications to the advertised CBACP are outlined in the Report on Consideration of Submissions.

4025 – Attachment 4 Report on Consideration of Submissions

STAKEHOLDER ENGAGEMENT

I. COMMUNITY

Advertising of the draft CBACP has concluded. Dependent on the extent of modifications to the CBACP it may be necessary to undertake a further advertising period. The need for a further advertising period would form part of the WAPC consideration of the recommended modifications.

II. OTHER AGENCIES / CONSULTANTS

The advertising of the CBACP involved engagement with City of South Perth, state government agencies and infrastructure servicing authorities including Department of Planning, Lands and Heritage; Main Roads WA; Department of Transport, Public Transport Authority.

STATUTORY AND LEGAL IMPLICATIONS

State Government Planning Regulations outline the approval process for modification to an Activity Centre Plan. Advertising of the CBACP in accordance with the Regulations has concluded. Council is now required to consider any submissions received and decide on any further modification of the document. Significant changes to the document, and/or introduction of material not supported by investigations to date, would trigger the need for a further advertising period and further consideration of any additional submissions received. Upon finalising the modifications to the CBACP the Council is required to forward the document to the WAPC with a recommendation as to whether the draft CBACP as advertised should be approved, or whether the document should be approved with identified modifications. The WAPC may then decide to approve the CBACP with the proposed modification, refuse the modifications or direct the Council to make further modifications. Further modifications may require an additional advertising period. Given that the CBACP applies to both the Cities of Melville and South Perth, the WAPC may require a comment on the proposed modifications from the South Perth Council. Any comment provided by the City of South Perth may be considered by the WAPC in its assessment process. Any comments from the City of South Perth are not binding on the WAPC determination.

The WAPC has granted the Council with a time extension to consider the submissions received and to provide its recommendations. Details of recommended modifications are to be forwarded to the WAPC by 28 April 2023. Should recommendations not be provided by this date, the WAPC has advised it may progress to making a decision on the advertised CBACP without a response from the Council.

The WAPC will have 120 days to make a decision on the reviewed CBACP, unless a further period of time is granted by the City (although the WAPC may still make a valid decision after the expiry of 120 days).

FINANCIAL IMPLICATIONS

The review of the CBACP and proposed modifications involve costs associated with staff and consultant resources. Consultancy fees for the initial review project amount to $392,730 (including GST). A further $344,404 (including GST) has been expended on required associated studies and project variations resulting in a total cost of $736,774 including GST ($669,795 excluding GST).

Implementation of specific actions within the CBACP will require budget consideration. The Report on Consideration of Submission identifies several additional studies and actions. Commencement of these actions would be subject to prioritisation and allocation of budget funds.

STRATEGIC, RISK AND ENVIRONMENTAL MANAGEMENT IMPLICATIONS

The CBACP aligns with the City's strategic goals and responds in particular, Priority two of the Corporate Plan:

> *"Improve the approach for diverse and sustainable urban development and infrastructure."*

Under Priority two from the Corporate Business Plan key strategies are:

1. Implement innovative, efficient and appropriate initiatives that support community centres infrastructure with integrated transport solutions.
2. Enhance amenity and vibrancy through placemaking and creating well designed and attractive public spaces.
3. Optimise the capacity and liveability of activity centres with consideration to the expectations of our community.
4. Enhance regulatory and approval frameworks to ensure sustainable building infrastructure.

The City's Local Planning Strategy seeks to provide for greater intensity of development within activity centres and along key transport corridors and to leave suburban residential areas relatively unchanged. The conclusions of the CBACP review process respond to various issues identified through Council and during the preliminary engagement phases. The proposed modifications also have regard to the urban planning expectations and opportunities for this strategic centre. A key risk to the project relates to the ability to achieve modifications to the CBACP that suitably respond to concerns, issues and opportunities raised by stakeholders whilst also meeting the regional planning expectations and requirement of the decision maker (WAPC).

Risk Statement	**Level of Risk***	**Risk Mitigation Strategy**
The recommended modifications to CBACP are not supported by the WAPC.	Major consequences which are possible, resulting in a **High** level of risk	The proposed draft CBACP has been prepared having regard to the findings of the preliminary investigations and engagement phases. The consultants have been mindful of the requirements of the State planning framework in preparing the modifications. Deviation from the consultants recommended approach will likely increase approval risk.

POLICY IMPLICATIONS

Not applicable.

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ALTERNATE OPTIONS AND THEIR IMPLICATIONS

A Council decision is required as to whether the draft CBACP as advertised should be supported, or whether further modifications are required a as result of the advertising period. The independent consultants have recommended further modifications to the plan as a result of issues raised during advertising.

Council may choose not to support the changes as presented in the advertised draft CBACP and advise the WAPC of this recommendation. Under this option (depending on the decision of the WAPC) the existing CBACP would continue to operate.

Council may choose to support the advertised draft CBACP but to make modifications to the draft that are different to those recommended. Pursuant to the Planning and Development Regulations, any modifications would need to be demonstrated to be based on appropriate planning principles. Changes that are not based on appropriate planning principles are unlikely to be supported by the WAPC. Changes that depart significantly from the content of the draft CBACP as advertised, may trigger a requirement from the WAPC for further public advertising. The Council's recommendations would be considered by the WAPC who would ultimately either:

- Approve the modified CBACP
- Direct the local government to modify the plan; or
- Refuse the modifications to the CBACP.

COMMENT

Council appointed independent planning consultants to undertake the review of the CBACP. In this regard the City's Urban Planning team has limited its involvement in directing the findings of the consultants. The consultant's recommendations regarding modifications to the advertised draft of the CBACP have been informed by the submissions received and the wider stakeholder engagement phase. The investigations have included assessment of the recommendations prepared by the CRG and these findings are documented in the Report on Consideration of Submissions.

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Key differences between the consultant's final draft and the recommendations of the CRG are summarised below:

CRG Proposal	Consultant Response	Comment
Remove all bonus height provisions	Not supported. Bonus Heights have been capped to provide certainty however removing bonuses altogether is not supported.	
Introduce compensation for adversely impacted amenity on surrounding residential to be paid for by developers	Outside of scope of an ACP. Separate study recommended to explore governance/legal issues.	Beyond the scope of planning legislation relative to compensation. Significant precedent and governance issues.
Modify clause 10.9.1 to require development to contribute 20% public open space (where not previously provided for through subdivision)	Not supported. Any requirement beyond 10% not considered to reflect a nexus between any proposal and the demand it creates.	CRG proposal perhaps doesn't distinguish on-site open space/landscaping provision with potential obligations to cede actual public open space.
Minimum lot sizes for H4 (1200m^2)) and H8 (1800m^2)	Noted and not supported. H8 controls already covered by clause 2.3, other controls revised to reduce impacts of H4 and H8 development.	
Proposed plot ratio limits H4: 2.0:1; H6:3.0:1; H8: 4.0:1	Noted and not supported. Plot ratios have been subject to extensive testing.	
Introduce Developer Contributions	Noted and not supported. A Development Contribution Plan (DCP) would impose additional liabilities on existing residents and the City. Note that separate contributions proposed for public open space, parking and community benefits for bonuses.	Targeted and careful use of DCP's present opportunities to generate funds from developers for additional facilities needed as a result of growth in the precinct. DCP's may warrant further consideration given that proposed contribution mechanisms in the CBACP are unlikely to generate substantial funds. DCP may be suited to part of the package of options to achieve additional POS.
Remove reference to allowing the use "Recreation-public"	Noted and not supported. Public recreation may be a worthwhile land use in this precinct, particularly where it can support limited open space.	

CRG Proposal	Consultant Response	Comment
Requirement for neighbour consent for balconies and open roof structures in H8 areas opposite H4 areas.	Noted and not supported. Not considered to warrant this additional requirement.	
Changes wording of clause 4.10.2 to require additional setbacks to ensure protection/retention of street trees (change "may be" to "must be")	Noted and not supported. "May be required" confers the option to the decision maker to require additional setbacks. "Must be required" obliges the decision maker to do so.	
Amend clause 5.9.3 to provide side setbacks of 4, 4 and 6 metres. In particular remove nil setback requirement for active streets.	Noted and not supported. Nil side setbacks for active frontages provide for weather cover and a unified streetscape in the village heart (a small fraction of the ACP area). Note changes proposed to podium heights also. This control is considered appropriate.	
Require "exemplary design" standards to be met for all development.	Noted and not supported. ACP aligns with established approach to design quality as established in State Planning Policy 7.3.	
Include clause 21.4.5 (regarding mitigation of heat island effect) in Element 10.	Noted and not supported. Addressed through significant requirements for landscaping, sustainability and protection of trees.	
Align mezzanine and storey definitions with National Construction Code.	Noted and not supported. ACP clarifies mezzanines to be counted as storeys for planning purposes. NCC requirements may be administered through the building process.	

Observations:

It is noted that Officer feedback on the draft document ahead of advertising was provided to elected members for information. The officer feedback identified potential issues and opportunities for improvement regarding the structure and operation of the draft ACP.

The following observations are made with respect to the modifications proposed through the review process:

Public Open Space:

The reviewed CBACP notes opportunities to respond to open space needs through enhancements to existing public spaces, provision of additional open spaces through community benefits/contributions from developers and identification of Council land for conversion to open space. The identification of Council land for open space, whilst popular, does not acknowledge the wider potential of this land to fund a range of products and services to benefit ratepayers across the City. The longer-term role of these sites to fund enhancements to the CBACP precinct and to form an integral part of funding programs to acquire additional open space has not been recognised. Case studies presented to Council have demonstrated that retention of portion of the Council land for revenue generation whilst developing sizeable urban parks on the remainder can achieve both:

- An immediate addition of functional public open space and community uses into the precinct; and
- Significant revenue streams which can support ratepayers and facilitate a longer-term program to fund additional open space acquisition in the precinct.

Whilst designation of the two City owned sites at Moreau Mews and The Esplanade provides a short-term POS benefit to the precinct, the loss of revenue opportunity from these sites will likely result in a less desirable long-term outlook in terms of open space in the precinct. It is recommended that the CBACP be modified to formally recognise the POS opportunity of these sites, but equally to highlight the opportunity for portion of these sites to support community uses and a revenue function.

Community Benefit for Bonus Height:

Community benefit provisions are simplified to provide an option for developers to contribute cash in lieu of providing on-site community benefits. Contributions received are able to be pooled to spend on identified community needs. The contribution rate is set at 5% of the construction cost of the bonus floorspace. Comparison with community benefits provided under the current CBACP indicate that the 5% contribution mechanism will deliver a considerably lesser value of community benefit.

Bonus Height:

The concept of height caps for bonus storeys is supported with respect to providing built form certainty and in calibrating community benefits. Noted that restrictive height caps, will limit opportunity for community benefits and reduce incentive for developers to deliver higher standard development. An approach for bonus development, that highlights design considerations and plot ratio as the primary controls on building bulk, but with more flexibility with regard to height may provide enhanced outcomes.

Plot Ratio:

The introduction of plot ratio into the CBACP is supported as one of the key mechanisms to control building bulk for both standard and bonus development. Plot ratios proposed are noted as being disproportionately low when compared to those in the Residential Design Code Volume 2 for comparable urban centres.

Podium Height:

An observation is that the reduction in podium height from 13.5m to 8m, may detrimentally impact building function and design. Podiums provide enhanced interface with the street, design interest and provide opportunity to accommodate a range of commercial, residential or sleeved parking uses which may not be suited to the buildings tower component. The height restriction constrains these opportunities.

Southern Boundary Change:

The amendment to the southern boundary of the CBACP has previously not been supported by the WAPC or Minister. Previous concerns regarding built form transition and appropriate development potential of strategically located land remain. The boundary change also presents a risk that land no longer in the CBACP may be allocated a medium to high density R-Code. It is noted that should this change be supported by the WAPC, it may trigger a further advertising requirement.

Land Use:

The draft CBACP moves towards a more sophisticated approach to the identification of preferred land uses by introducing different preferred ground floor uses based on the function/typology of the adjacent street (as opposed to simply aligning more active uses which the more intensive height zones).

The approach however has introduced some land use anomalies where lower order street typologies (eg residential) are located within higher order intensity areas (eg M10 and M15) and inversely where higher order street typologies (active streets) are located in lower intensity land use areas (eg H4 and H8). The provisions may contribute to undesirable outcomes such as more passive ground floor land uses in areas that are more central and/or with more substantial development opportunities, whilst simultaneously promoting active uses towards the residential periphery of the centre.

Street Setbacks:

The intention to create additional street setbacks to provide opportunity for additional public space and tree canopy is noted. The proposed street setbacks, particularly in active and mixed-use areas are however considered excessive for an urban centre of the scale of Canning Bridge. Changes to setback controls mid street block and considerable existing and approved development at alternative alignments may detract from the desired appearance and vibrancy of the centre. Tower setback requirements to the street are also proposed to be modified. Current provisions provide for tower elements (four storeys or above) to be setback 3 to 5 metres from the street behind a building podium element. It is noted that this requirement has been removed and will allow tower components closer to the street frontage.

Side and Rear Setbacks:

The introduction of side and rear setbacks to podium elements and the associated reduction in boundary interface issues is noted. Setbacks, particularly in the core areas are considered excessive. Proposed side and rear setbacks are also not comparable to that allowed for in similar urban situations under the R-Codes (SPP7.3 Vol. 2).

Impacts on City of South Perth Quarters:

The wording of a number of the proposed modifications will (perhaps inadvertently) impact South Perth quarters of the CBACP. Examples include:

- Pg.20 Related Documents - The proposed changes introduce Parts 3 & 4 (as well as a few select sections of Part 2) of the R-Codes Vol. 2, which previously did not apply.
- Pg.34 Side and Rear Setbacks - Changes to Cl.5.1, 5.3, 5.4, and 5.7 all appear to include changes that affect South Perth specifically.

Unless acceptable to South Perth, these items may require amendment.

Landscaping:

Proposals relating to requirement for deep soil zones are supported. Noted that the current CBACP requires an area equivalent to 75% of a site to be landscaped, which is proposed to be removed. The current provision requires applicants to provide extensive landscaped areas on podiums, roof terraces and balconies in addition to at ground level. Removal of this requirement detracts from desired open space/landscaping objectives.

Lots Subject to Multiple Zonings:

Proposed Figure 2(a) depicts single lots with multiple different zonings and therefore multiple development controls. The zoning allocation is unnecessarily complicated and doesn't achieve any significant planning benefit.

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Wording of Desired Outcomes:

The CBACP is written to make clear differentiation between 'Requirements' under each Element (the quantitative criteria against which a development will be assessed) versus the "Desired Outcomes" (the 'qualitative principles' or performance-based standards). Proposed modifications to the CBACP regularly deviate from this convention by referencing "requirements" under the desired outcomes fields. The structure detracts from the clarity, function and control of the document and provides no additional guidance to the exercise of discretion on introduced requirements.

Neighbour Consent:

Proposed modifications to the CBACP (Clause 5.8.5c) seek to require that provisions relating to overshadowing and visual privacy cannot be varied without consent of the neighbouring landowner. Whilst input from neighbours is an important part of an assessment, such a clause is not suited to a performance-based document, is likely to be given little weight by a decision maker and will unnecessarily raise community expectation. (Clause numbering in this section also contains errors.)

In addition to the proposed modifications to the CBACP, the Report on Consideration of Submissions includes recommended actions outside of the CBACP and long-term actions for the CBACP. Comment on these items is provided below:

Recommended Actions Outside of the ACP (from HRD report):

Item (Summary from Report on Submissions)	**Comment/Action**
Funding the Precinct Recognition of opportunity to re-invest a greater proportion of rates revenue generated from the precinct back into the CBAC.	Supported. The need for additional investment in infrastructure and public realm enhancements commensurate with the intensity of new development is supported. Actions to be reflected in prioritisation of public realm, infrastructure and service provision in the City's growing centres.
Public Open Space: Preparation of an Open Space Strategy for Ministerial endorsement, together with an implementation policy. Developer contributions would then be used to acquire additional open space and fund other public realm improvements.	Supported. Preliminary work on open space needs and strategy has been undertaken. A comprehensive program is recommended to realise enhancement of available public spaces in the precinct. The program would focus on new acquisitions to supplement existing Council owned landholdings. In view of substantial land costs in the precinct, an acquisition program will require a prudent combination of developer contributions, rate revenue and use of portion of the City's landholdings for revenue generation.

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Item (Summary from Report on Submissions)	Comment/Action
Traffic and Parking: Review the parking strategy for the precinct, advocate for use of cash-in-lieu of on-site parking, promote communal parking stations, establish a cumulative traffic model to better understand parking impact and implement local speed limits (30 or 40kph)	Regular review of the CBAC Parking Management Plan is supported. Cash in-lieu provisions exist in the current CBACP but are not often used given landowner preference for parking on-site. Further exploration of funding for communal parking stations is supported. Similarly enhanced understanding of cumulative traffic impacts is supported. Noted that these studies are not budgeted.
Seek a Better Outcome for Canning Highway: Use CBACP review process to advocate for better outcomes than those likely to result from the State Government duck and dive concept.	The City has commenced an advocacy program to explore alternatives to the "duck and dive" concept with less impact on the precinct. Ability to use the CBACP review process to highlight potential improved outcomes is noted.
Improve Transport Choices: Improve public realm to enhance walkability in precinct and to rail station. Advocate for appropriate public transport infrastructure.	Enhancements to the walkability in the CBAC is supported. The City is also actively involved in advocating for public transport improvements including the preferred option to place the new Canning Bridge bus interchange directly over the rail station.
Targeted Community Benefits: Prepare comprehensive list of priority community benefits, based on needs, emerging demographic and community engagement.	Many studies have explored community needs at the CBAC. The desirability of a comprehensive list to prioritise and guide the provision of community benefits is supported. Intended that this work will be listed as a future project.
Local Development Plan Procedure: Support the intent of the ACP with more bespoke controls and guidance through use of LDP's.	The City current utilises Local Development Plans to provide additional planning guidance in unique situations. The role of this planning approach in the CBAC is recognised.
Design Quality: Further direction to Design Review Panel. Publication of DRP minutes. Consideration of a post construction design audit process and appointment of a City Architect.	The Council has reviewed the terms of reference relating to the Design Review Panel. Matters such as publication of meeting minutes is already provided. Post construction design audit is supported and currently forms part of the development application compliance process. A City Architect position has merit in ensuring City projects and development applications better respond to wider design and place objectives. The position is listed in the City's Workforce Plan but is not currently funded.

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Item (Summary from Report on Submissions)	Comment/Action
Stranded Assets and Compensation: The ACP includes provisions to provide flexible development options for isolated lots. A broader study is however recommended to explore compensation mechanisms and legal/governance issues.	Inclusions in the ACP to provide improved development options for constrained lots are noted. Stranded assets are an occurrence in growing precincts where land assembly and development are progressing. A broader study on the topic is an option. Such a project is not funded.
Precinct and Place Report: Endorsement of the Precinct and Place Report to inform an appropriately funded implementation program.	A key observation of the CBAC is that investment in public realm, infrastructure and services envisaged by the CBACP has not kept up with development on private land. Endorsement, priority and funding of key actions, including those identified in the Precinct and Place report is supported.

Long Term Actions for ACP (from HRD report):

Splitting the ACP at the Local Government Boundary	This change has administrative and operational benefits to the operation of the ACP and has previously been supported by City officers. The change is outside of the scope of the current review and would require a major modification to the structure of the ACP. It is recognised that the current CBACP (and current proposed modifications) effectively operates as two separate ACP's in any event as where necessary provisions are constructed to apply to either South Perth or Melville situations. In these circumstances a splitting of the ACP is supported but is not time critical. It is recommended that this change be progressed as a separate amendment exercise or as part of the next major review of the ACP. It is noted that the consultant report alludes to the 10 year review/renewal of the CBACP being due in 2025 and that initiatives such as splitting the ACP could be addressed through that process. A 2025 renewal of the ACP is a possibility but would effectively involve an immediate launch into a review program following the WAPC decision on the current modifications. Council may wish to consider seeking to defer the 10-year review given the

Splitting the ACP at the Local Government Boundary, continued	comprehensive nature of the current review and the required resources and expenditure to immediately launch into a further review. As noted above priority tasks, such as splitting the ACP to align with the different local governments (as well as the option below to incorporate key CBACP provisions into the LPS) can be progressed independently of a major review.
Incorporating Elements of the ACP into Local Planning Scheme 6:	There may be benefit in providing additional certainty on key provisions of the ACP through inclusion in LPS6. Once the final content of the reviewed CBACP is known, areas for potential inclusion in the Scheme could be identified and progressed as a standalone amendment to LPS6.

CONCLUSION

The draft CBACP provides a comprehensive and effective response to the key focus areas of the review being building height control, mitigation of building bulk, operation of bonus height provisions, impacts of increased density of development, maintenance of amenity in transition zones and enhancement of public spaces.

Advertising of the draft CBACP and the CRG report generated additional feedback on these key issues. Support for a range of the CRG initiatives featured in the majority of submissions received. The independent consultants have considered the results of the advertising period and suggested a range of further modifications to the draft CBACP.

In keeping with the independent status of the review, it is recommended that Council endorse the proposed modifications and forward the draft CBACP to the WAPC with a recommendation that it be approved with the identified modifications. An exception, given significant City-wide financial implications, is the consultant's conclusions regarding identification of City land for public open space. It is recommended that the POS modification be amended to highlight the sites as having opportunity for community purposes and revenue generation. The consultants schedule of modifications with this amendment is attached:

4025 – Attachment 5 Recommended Schedule of Modifications

It is further recommended that the additional studies identified in *the Report on Consideration of Submissions* be acknowledged with a view to these being revisited following the WAPC assessment process. This work will include further investigation of POS needs and commencement of mechanisms to facilitate acquisition/provision of the additional open space.

Similarly, it is recommended that identified longer term actions comprising splitting of the ACP between Cities of Melville and South Perth; and the possibility of incorporating key elements of the CBACP into the Local Planning Scheme, be acknowledged.

UP23/4025 – REVIEW OF CANNING BRIDGE ACTIVITY CENTRE PLAN – RECOMMENDATION TO WESTERN AUSTRALIAN PLANNING COMMISSION (REC) (ATTACHMENT)

OFFICER RECOMMENDATION (4025) **APPROVAL**

That the Council:

1. **in accordance with Schedule 2, Part 4 of the *Planning and Development (Local Planning Schemes)* Regulations 2015, resolves to forward the advertised draft Canning Bridge Activity Centre Plan to the Western Australian Planning Commission with a recommendation that it be approved subject to the following modifications as outlined in Attachment 5 to this report (Recommended Schedule of Submissions).**

2. **endorses the document entitled "*Report on Consideration of Submissions*", attached to this item, being forwarded to the Western Australian Planning Commission, noting the adjustments to the schedule of modifications as resolved above.**

3. **acknowledges the need to explore the additional studies identified in the *Report on Consideration of Submissions* with a view to these being revisited for Council direction following the WAPC determination.**

4. **acknowledges the longer-term actions identified in the *Report on Consideration of Submissions* with regard to splitting of the Activity Centre Plan between the Cities of South Perth and Melville and the possibility of incorporating key provisions of the Activity Centre Plan within the Local Planning Scheme, noting that these actions be initiated as separate projects following the Western Australian Planning Commission determination.**

Attachments Index

Number	Attachment Name
1	CBACP Precinct and Place Report
2	Draft CBACP as Advertised with Edits Marked
3	CRG Report as Advertised
4	Report on Consideration of Submissions
5	Recommended Schedule of Modifications

Attachment 1

AT CANNING BRIDGE

PRECINCT & PLACE REPORT

City of Melville

HATCH | RobertsDay

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

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

DOCUMENT CONTROL

Title	Melville Activity Centre Plan Review - Place and Precinct Report (July 2021)
Client	City of Melville
Prepared by	HATCH | RobertsDay Level 2, 442 Murray Street, Perth WA 6000
Contributing Consultants:	with_architecture studio Emerge Associates Stantec (GTA Consultants) Colliers International

REVISION	COMMENT	AUTHOR	APPROVED BY	DATE ISSUED
A	Draft	Z. Cameron	D.Cole	3/5/2021
B	Final	Z.Cameron	D.Cole	11/6/2021
C	Final	Z.Cameron	D.Cole	5/7/2021
D	Final	Z.Cameron	D.Cole	22/8/2022

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PURPOSE OF THE STUDY

Adopted in 2015, the Canning Bridge Activity Centre Plan (Activity Centre Plan) established a foundation for the future of the area, in the form of a vision and planning controls. It included goals for ongoing development, guidelines for the style of built form and an implementation framework for improvements to infrastructure and land over time. The Plan also identified more specific planning controls related to the application of discretionary height bonuses and development contributions.

In 2020, the City of Melville Council resolved to undertake a review of the Canning Bridge Activity Centre Plan and Hatch RobertsDay was appointed to complete the work. The study was limited to the City of Melville side of the Activity Centre Plan and all subsequent references to the Activity Centre Plan refer specifically to the study area, unless otherwise stated.

In the five years since the plan was adopted, several developments of significant scale have been built. Through this period, many people have raised questions and concerns around the approval processes, particularly in relation to height bonus outcomes and the community benefits offered in exchange. The City has received community feedback in numerous and varied forms, which suggests many long-term residents are frustrated and feel that the new high-rise buildings in the Canning Bridge Precinct have not met their expectations.

In early 2020, the City asked the residents of Canning Bridge for feedback on the types of services and facilities they would like to see, to activate the Canning Bridge Precinct. Through these discussions, it was clear that the impact of recent planning decisions is of continuing concern, and it was important for the City to consider all different viewpoints and explore options to arrive at mutually agreed solutions.

A key consideration has been the inter-relationship regarding building height, the awarding of bonus height and community benefits. The goal of the project is to respond to these different viewpoints and explore options to arrive at unified solutions, and to update the Activity Centre Plan accordingly.

The review has afforded the opportunity to listen and work collectively with those impacted positively or negatively by the Activity Centre Plan. The process has allowed the City to test the current vision and review the validity and effectiveness of current principles and controls, based on development outcomes to date. Specifically, the review has explored the relationship between building heights and the flow of community benefits. In particular:

- Respond to general aspects of the Canning Bridge Activity Centre Plan,
- Examine height controls and the impacts of height and increased density on the area
- Consider transitional areas between different height zones, and
- Review the operation of the bonus height provisions.

The process has involved an extensive and comprehensive engagement process, which facilitated the opportunity for stakeholders to come together and discuss their concerns and aspirations. Collectively, those involved have helped to shape and develop suitable approaches for managing the area's growth in a way that captures the most benefit for the Canning Bridge residents, workers and visitors.

It has become clear as the process has evolved that Canning Bridge is confronting a range of complex issues. A statutory response will go some way to address these issues, but ultimately the resolution will be more effective if the statutory frameworks are supported by a suite of policy, design and operational frameworks, which extend beyond the scope of this brief.



- Councillor Briefing Sessions (x7)
- City Staff Workshop
- Community Survey (on-line)
- Stakeholder Roundtables
- Community + Landowner Workshops
- Place Design Forum (PDF) 3-days
- PDF 'Visioning'
- PDF 'Planning + Design'
- Precinct + Place Report
- Activity Centre Plan Draft Modifications
- Statutory Advertising
- WAPC Endorsement

22
PARTICIPANTS IN 4 STAKEHOLDER ROUNDTABLES

56
PARTICIPANTS IN 2 X COMMUNITY & LANDOWNER WORKSHOPS

340
SURVEYS

85
PARTICIPANTS OVER 3- DAYS INTERACTIVE WORKSHOP

51 COMMUNITY / BUSINESS / GOVERNMENT
34 STAFF + PROJECT TEAM

CANNING BRIDGE ACTIVITY CENTRE PLAN

The Perth and Peel @ 3.5 million Land-use and Planning Framework (2018) sets out the Government's State Planning Policy to accommodate 3.5 million people across the region by 2050. The framework identities activity centres, urban corridors, station precincts and industrial centres where urban consolidation should be prioritised.

The Canning Bridge Activity Centre is recognised as an 'Activity Centre' under the Western Australian Planning Commission's State Planning Policy 4.2: Activity Centre for Perth and Perth. It is also an urban corridor and a station precinct which warrants identification as a priority growth location for more intense development into the future.

The area comprises land within both the City of Melville and the City of South Perth, including a substantial portion of the river. This review relates to land within the jurisdiction of the City of Melville.

Significant features including strong connectivity, easy access to the Perth CBD, close links with the Canning Bridge train station and enviable location adjacent to the Swan and Canning River make it an attractive and highly appealing location for the growing number of people who are making a conscious choice to live in small houses and apartments.

The Activity Centre Plan forecasts the projected growth targets that will need to be accommodated within this area into the future. It establishes the foundation including goals and objectives for ongoing development, guidelines for built form and an implementation framework for orderly improvements to infrastructure and land over time.

ACTIVITY CENTRE PLAN VISION

'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. The area will be recognised by its unique location, its integrated mix of office, retail, residential, recreational and cultural uses that create areas of excitement, the promotion of its local heritage and as a pedestrian friendly enclave that integrates with the regional transport networks while enhancing the natural attractions of the Swan and Canning Rivers.' *Source: Canning Bridge Activity Centre Plan*


SWAN RIVER
SWAN RIVER
MITCHELL FWY
CANNING BRIDGE STATION
STUDY AREA
CANNING HWY

THE CONTEXT

The Canning Bridge Activity Centre is less than 8km from Perth City Centre and benefits from direct road, rail, walking and cycling connectivity. It is classified as a 'District Centre' in Directions 2031 and is close to Booragoon secondary centre and the specialised centres of Bentley-Curtin and Murdoch.

The nearest local neighbourhood centre is Riseley Street, Applecross.

Canning Highway, which runs directly through the area, provides an important link between the Perth City Centre and Fremantle. It carries a mix of general and commercial traffic serving a range of activity centres including Booragoon and Como. Traffic counts suggest that between 45,000 – 50,000 vehicles traverse the highway daily.

Being at the point of confluence near the river crossing, between Canning Highway and Canning Bridge, adds immense complexity to the Activity Centre Plan and how quality of life and quality of place can be achieved.

Canning Bridge's location immediately adjacent to the Freeway and the Canning / Swan River, also make its visual aspect and skyline regionally significant. Inspiring and well-designed buildings in Canning Bridge and along Canning Highway, will have an enduring impact on Perth's brand.

Traditionally the project area has been predominately a commercial office area, supported by suburban residential. Recently, there has been an intense focus on residential development.

The Swan / Canning River foreshore includes several regionally significant community assets including Heathcote Cultural Precinct / Reserve, Swan River Yacht Club, Swan River Rowing Club, Canning Bridge Rowing Centre and Deep-Water Point.




SWAN RIVER
MITCHELL FWY
CANNING HWY
SWAN RIVER
CURTIN UNIVERSITY
CANNING BRIDGE ACTIVITY CENTRE
CANNING BRIDGE STATION
RISELEY STREET
CANNING HWY
WESTFIELD BOORAGOON
SWAN RIVER
LEACH HWY
BULL CREEK STATION
LEACH HWY

KEY STATISTICS

	CANNING BRIDGE ACTIVITY CENTRE PLAN 2031	ACTIVITY CENTRE PLAN (MELVILLE QUARTERS) 2016	ACTIVITY CENTRE PLAN (MELVILLE QUARTERS) 2031
POPULATION	12,000	2,100*	9,170
DWELLINGS	6,000	1,348*	+3,848
WORKERS	2,400	1,755**	+2,230***

The information above is reflective of existing available data sources. More recent data is being sourced, and will be provided in the ACP Review Report.

* DATA SOURCE: ABS. STATISTICAL AREA 1 (2016)
** DATA SOURCE: WAPC. LAND & EMPLOYMENT SURVEY (2015/17)
*** DATA SOURCE: CANNING BRIDGE ACTIVITY CENTRE PLAN (ASSUMES 80% EMPLOYMENT GENERATED FOR THE ENTIRE ACTIVITY CENTRE PLAN AREA WILL BE BASED WITHIN THE MELVILLE QUADRANTS)


TOMORROW 2031
+5,000
RESIDENTS
+2,500
DWELLINGS

ENGAGEMENT OUTCOMES

The Canning Bridge Activity Centre Plan includes a vision, guiding principles, objectives and goals which set a benchmark for the area. These provide the justification and rationale for decisions relating to development control, economic development, infrastructure investment and public realm improvements.

Through the engagement process, it was clear that many consider the vision is still relevant, and there is support for the vision's aspirational ideas. There is, however, a high level of dissatisfaction with how the Plan is currently being interpreted and executed. The data shows a low level of satisfaction with current performance against the goals.

For built form and public space outcomes to be better aligned to local expectations, it is critical to move beyond goals and objectives that reflect aspirational and generic statements, towards tangible, customised and specific initiatives that are planned for the Canning Bridge area. A high-level overview of the key take-outs collated through the engagement process is summarised below.

IS THE VISION RELEVANT?

59.12% YES

25.88% NO

15% UNSURE



Enhance Natural Attractions (77%)



Unique Location (75%)



Mixed Uses (68%)



Vibrant & Creative (65%)



Pedestrian Friendly (75%)



Regional Transport Network (71%)



Transport Node Canning Bridge (69%)



Local Heritage (58%)

WHAT'S MISSING

35% MOBILITY

- MINIMAL & FLOWING TRAFFIC
- WELL MANAGED PARKING
- PEDESTRIAN FRIENDLY
- A SAFE WALK TO THE TRAIN
- AS PART OF AN INTEGRATED TRANSPORT NETWORK

22% EMPOWERMENT

- GREEN SUBURB WITH CHARACTER
- VALUE THE LOCALS
- DIVERSE AND INCLUSIVE
- PROMOTE LOCAL CULTURE AND ATTRACTIONS

21% QUALITY DESIGN

- IMPRESSIVE BUILDINGS AND URBAN DESIGN
- QUALITY PUBLIC REALM
- MINIMISE IMPACTS OF GROWTH AND HEIGHT

14% NATURE

- GREEN PUBLIC OPEN SPACE
- UNIQUE SUSTAIN CONSERVE
- ACCESS THE RIVER

7% ACTIVITIES

- VARIETY ALL AGES ACTIVE
- HUBS WHERE WE MEET

DEVELOPMENT INCENTIVES

47% STRONGLY SUPPORT OR SOMEWHAT SUPPORT

47% STRONGLY OPPOSE OR SOMEWHAT OPPOSE

POOLED CONTRIBUTIONS FROM DEVELOPERS

37% YES, I SUPPORT THIS

28% NO, I DO NOT SUPPORT THIS

35% I AM NOT SURE

IMAGINING THE FUTURE



ENGAGEMENT OUTCOMES

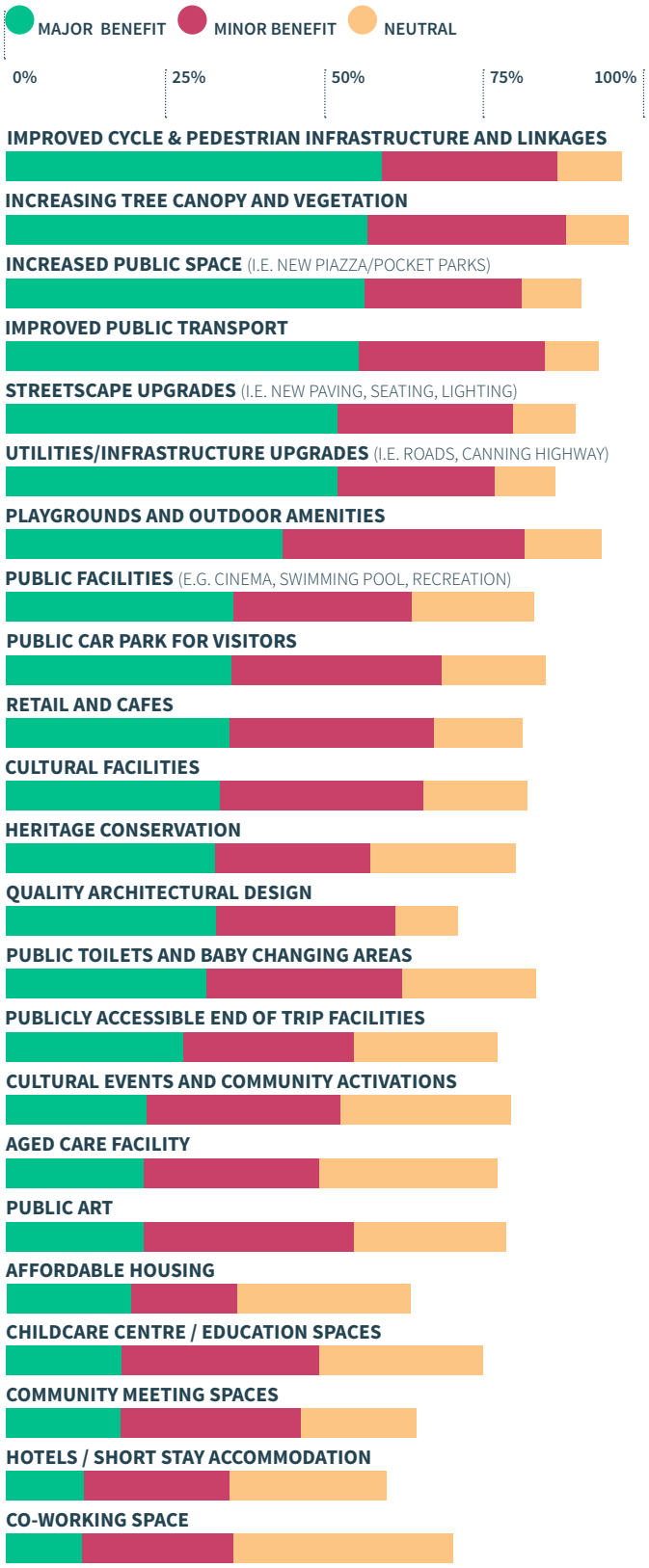
30.5%
DEVELOPMENT CONSIDERS IMPACTS, TRANSITIONS & COMMUNITY INFRASTRUCTURE

40%
INNOVATIVE SPACES HAVE BEEN DELIVERED

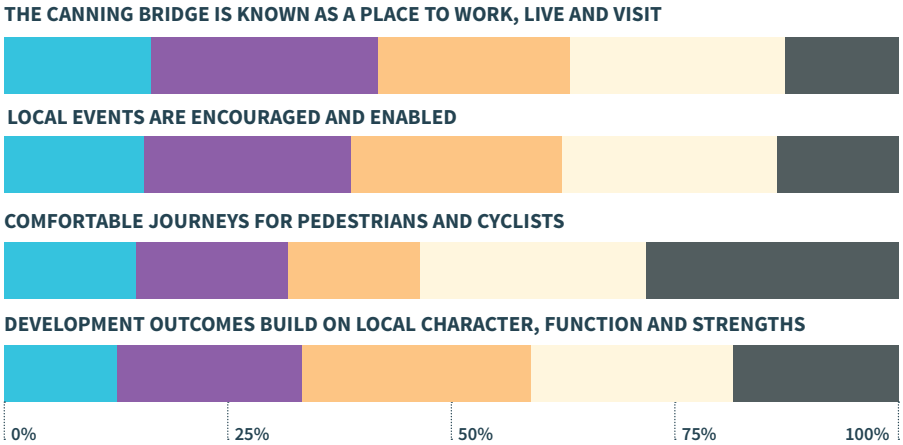
27%
ACHIEVED SENSITIVE OUTCOMES THAT BENEFIT THE COMMUNITY

67%
NOT TRANSPARENT OR SOMEWHAT VAGUE

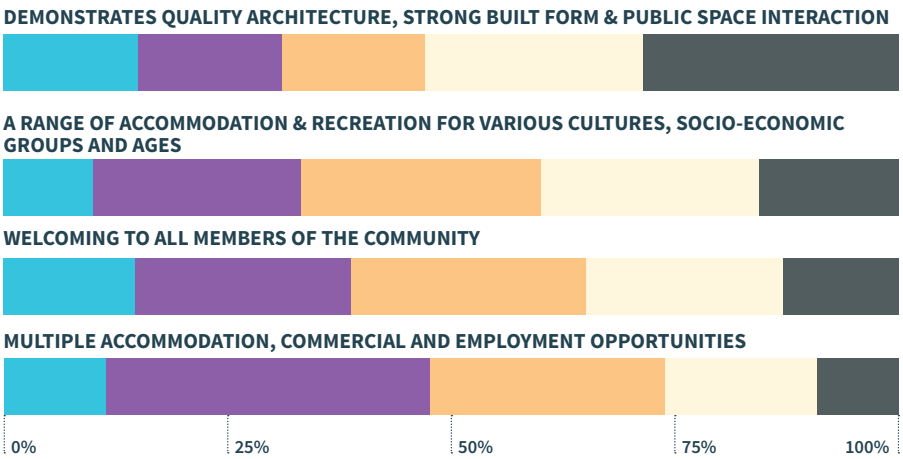
COMMUNITY BENEFITS



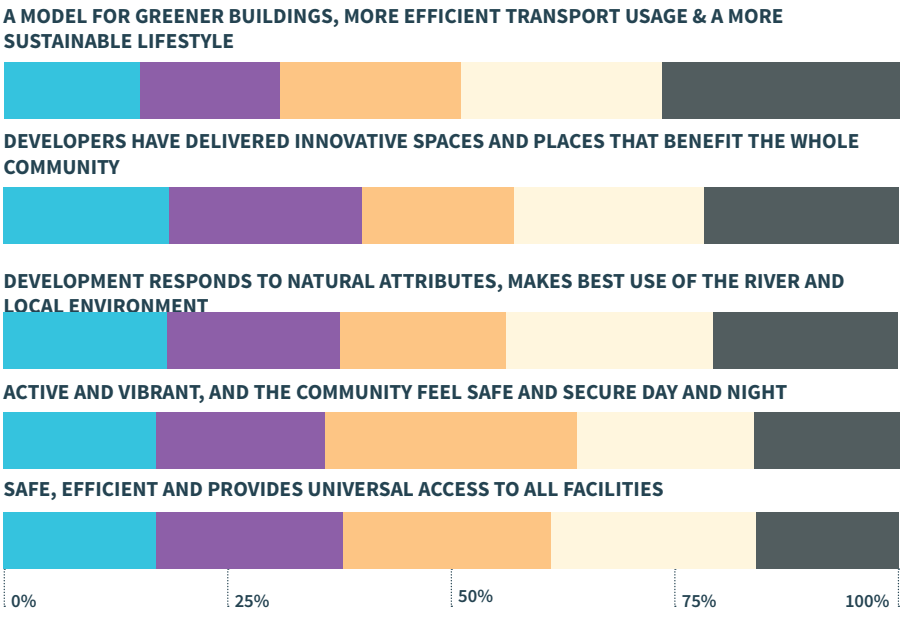
PLACE ACTIVATION



BUILT FORM



INNOVATION, ACCESSIBILITY, SUSTAINABILITY, CRIME PREVENTION & THE ENVIRONMENT



LEGENDS

- STRONGLY AGREE
- AGREE
- UNDECIDED
- DISAGREE
- STRONGLY DISAGREE

VISION + GOALS

Based on the feedback received, it is recommended that the Canning Bridge Activity Centre Plan vision remains unchanged, however the goals have been revised to reflect local priorities more accurately.



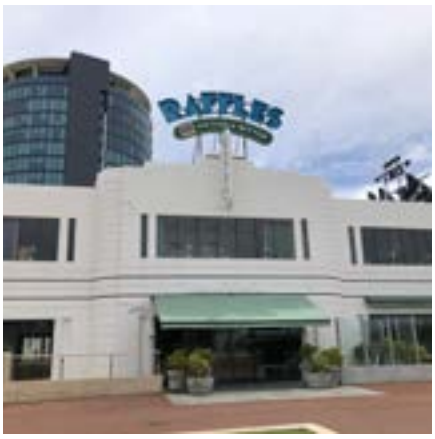
EXTEND THE NATURAL ENVIRONMENT

- Along the foreshore, and into Canning Bridge
- More high-quality public spaces that feel natural and green (like the river)
- Protect iconic trees
- Improved river /pedestrian connections
- Upgraded facilities / spaces on the foreshore



BRING THE VILLAGE TO LIFE

- Lacks a 'big picture' vision
- Co-existing land-uses (office, residential, waterfront)
- Future village centre/s
- Quality service offer (affluent population)
- Opposing views (towers vs capped heights)
- Want a place to be proud of – that is loved by locals and visitors alike



BEAUTIFUL BUILDINGS WITH MEANING

- Loss of character
- Deliver 'exemplary' design quality
- Ground floor interface / setbacks
- Transitional areas + borders
- Height impacts

ACTIVITY CENTRE PLAN VISION

'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. The area will be recognised by its unique location, its integrated mix of office, retail, residential, recreational and cultural uses that create areas of excitement, the promotion of its local heritage and as a pedestrian friendly enclave that integrates with the regional transport networks while enhancing the natural attractions of the Swan and Canning Rivers.'

Source: Canning Bridge Activity Centre Plan







POLICIES & FRAMEWORKS THAT DELIVER THE PROMISE

- Rebuild trust
- Reinstate confidence + certainty
- Local empowerment
- Height hierarchy + boundary extent
- Consistent development controls
- Certainty vs flexibility

EXCEPTIONAL ACCESS & CONNECTIVITY

- Access to train station
- Holistic + collaborative approach (traffic and infrastructure)
- Parking / street parking
- Address Canning Highway (Canning Bridge)
- Better pedestrian + cycle paths

IMPROVED BENEFITS FOR INTENSITY

- Deliver valued 'benefits'
- Community benefits - lack consistency / direction /no strategic framework
- Bonuses - fair and equitable process to quantify the value
- Height bonuses vs capped heights (in core areas)
- Height - local expectations vs regional targets

PLACE CONTEXT

When looking to the future, it is important to remember that places never stay the same. All places inevitably evolve gradually over time, and this is no different for Canning Bridge. Canning Bridge has a rich history and strong connection to the river.

The area has seen radical changes over the past few years, from traditional suburbia and commercial office space, it now includes high density residential, and is undergoing a transitional phase. Many residents consider the unique elements that characterise Canning Bridge, are at risk of being lost.

All places can be improved through investment opportunities for revitalisation. But it is important to take stock and reflect on the defining elements that will enrich the area, so that it continues to evolve as a highly appealing and attractive destination, well into the future.

Canning Bridge is an affluent area with a high proportion of retirees and professional couples. The high cost of housing means that there is a very low proportion of families that live in the area. There is support for greater investment in infrastructure and facilities that appeals to a multi-generational audience, such as playgrounds, parks, family-friendly facilities and attainable housing options.

As residents downsize, young people leave home and new people move into the area, the Precinct has seen an increasing demand for alternative housing types which is transforming the shape of the landscape. There is a clear trend away from larger blocks and traditional suburban-style houses to more terrace / townhouses and mid/high-rise apartments.



INDIGENOUS HISTORY

The area was significant to Beeliar Nyoongars as a campsite and hunting ground. The confluence of the Canning and Swan Rivers was known as ‘the place where the water comes out of the hole’ (Gabbi Kowangulup). Melville Water was called ‘the big pelican river’ (Doontanboro) and Point Heathcote was known as ‘the place of children’ (Goollugatup). Both rivers provided a plentiful and varied source of food for the families – fish, eggs, snakes, lizards, freshwater mussels, turtles, marron, and birds were all favourite targets (City of Canning, ‘Canning River Canoe Trail’).



CANNING BRIDGE

First constructed in 1849, Canning Bridge has been rebuilt 4 times. The legacy is two different bridges of different ages. The bridge we know today was officially opened in December 1939. In 2012 the bridge was permanently listed on the State Heritage Register.

PEOPLE + HOUSING

PROFESSIONAL COUPLES
LOW PROPORTION
COUPLES FAMILIES WITH CHILDREN

23%	32.5%
CANNING BRIDGE	MELVILLE

RETIREES
HIGH INCOME EARNERS
(OVER $180K)

21%	11%
CANNING BRIDGE	PERTH

AFFLUENT
LOW
CULTURAL DIVERSITY

56%	5%
AUSTRALIAN / NEW ZEALAND	SOUTH EAST ASIAN

WELL EDUCATED
BACHELOR DEGREE
OR HIGHER

23%	13.5%
CANNING BRIDGE	PERTH

THERE IS AN EMERGING TREND FOR MID & HIGH RISE APARTMENTS

HIGH PROPORTION
OF ONE BEDROOMS

4%	1.5%
CANNING BRIDGE	MELVILLE

LOW PROPORTION
OF 4-5 BEDROOMS

DATA SOURCE: ABS. STATISTICAL AREA 1 (2016)



TIVOLLI HALL + RAFFLES

The Tivolli Hall was constructed as the Applecross District Hall in 1934, and was one of the first buildings built in the art-deco style, in Perth. It was built specifically for community gatherings and meetings. The Raffles Hotel, built in the same style in 1937, has a rich history including its status as "the epitome" of Perth's social scene in the 1940s and 1950s.



SWAN RIVER ROWING CLUB

The Swan River Rowing Club started in 1885 and is the second oldest club in Western Australia. The Perth Rowing Club was established in 1933. The area has hosted many significant Rowing Regattas over the years, including the 1962 British Empire and Commonwealth Games and the Head of the River.

PUBLIC SPACES /PUBLIC REALM

The community would like a greater level of investment in the public realm - before intensive development is allowed to proceed. Development control has been a key focus, and investment in the public realm is lacking.

There is a desire to also establish a 'heart within the Precinct to lessen the focus on Canning Highway / Canning Bridge. This is integral to retaining a sense of community.

Priority focus areas:

- **Natural assets** - retain and enhance.
- **The commons** - community spaces are highly valued.
- **Outdoor recreation** - river, rowing, walking/ cycling
- **Amenity** - dining, cafes, and alfresco
- **Multi-generational focus** - lack of small / local pocket parks



WHAT'S MISSING



SOFT, ORGANIC LANDSCAPES



ESTABLISHED TREES REFLECT HERITAGE AND ARE VALUED



MAKE THE MOST OF THE RIVER



FIND THE PRECINCT HEART



GREEN SPACES, TREES + SHADE



INVEST IN CIVIC ATTRACTIONS



PEDESTRIAN PRIORITY



IMPROVED LANDSCAPING AT BUILDING INTERFACE



SMART PLANNING TO KEEP EXISTING TREES

STREETS

Local character within Canning Bridge is inherently linked to its natural environment, in particular impressive tree-lined streets (Jacarandas), the river (including views), outdoor recreation and active transport.

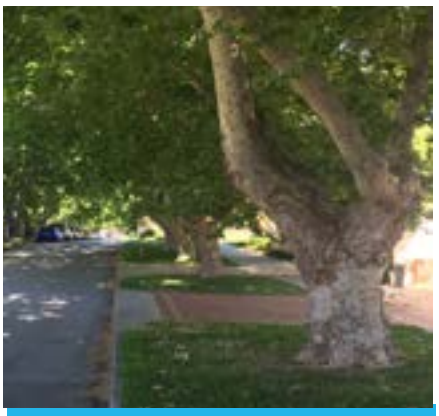
Especially important locations include Kintail, Tweedale, Forbes and Kishorn Roads.

There is a strong desire to retain and enhance these natural assets and accessibility to enjoy them.

Some ways to do this are:

- Think about streets as 'places',
- Incorporate character from older streets into the new developments,
- Retain established trees, plant new trees and designing soft organic landscapes with wide verges,
- Focus on getting the right building interface; and
- Aim for a more consistent approach across all streets.

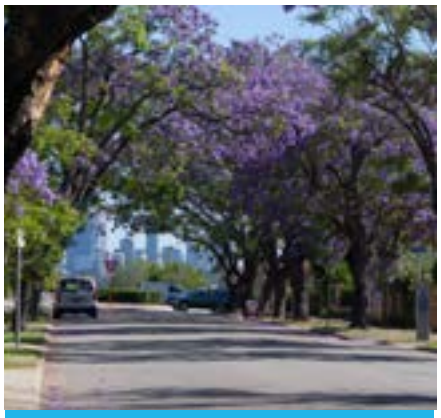
WHAT'S VALUED



WIDE VERGES



NATURAL AMENITY



EXISTING TREES

WHAT WE HAVE





WHAT WE WANT MORE OF



PRIORITY FOCUS AREAS



STREET PARKING



LANDSCAPING (LESS PAVING)



STREET FURNITURE



APPROPRIATE USES / RIGHT PLACES



UPGRADE PATHWAYS



BUILDING INTERFACE

MOVEMENT + ACCESS

Close access to the train station is a key impetus for high density development, yet actual walk times are far greater than theoretical expections.

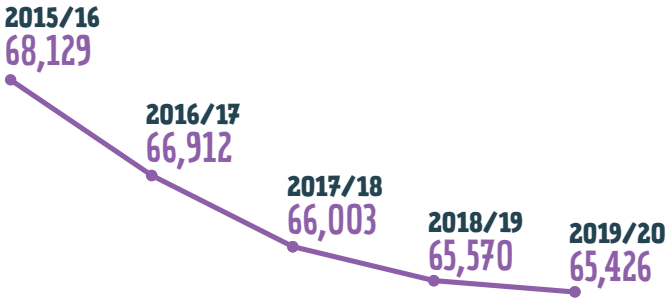
There is an emerging trend towards increased public transport usage by residents living in the Canning Bridge area. However, there has been no corresponding investment in infrastructure upgrades.

Pathways are unsafe, connections to the river are poor and investment in new infrastructure, such as public parking bays, is not well promoted.

There is a perception that transport is predominately managed through individual development applications. A holistic approach to traffic management would be preferred.

Canning Bridge is well placed to play a lead role to focus and invest in diverse active transport infrastructure - which genuinely identifies different uses and caters for varying needs and safety requirements.

LESS VEHICLES ARE
CROSSING CANNING BRIDGE



DATA SOURCE: MAIN ROADS, TRAFFIC MAP



HIGHER PROPORTION*
OF PEOPLE TRAVEL TO WORK BY BUS

6% CANNING BRIDGE

2% PERTH



GREATER NUMBER
ONE CAR HOUSEHOLD

31% CANNING BRIDGE

27.5% PERTH

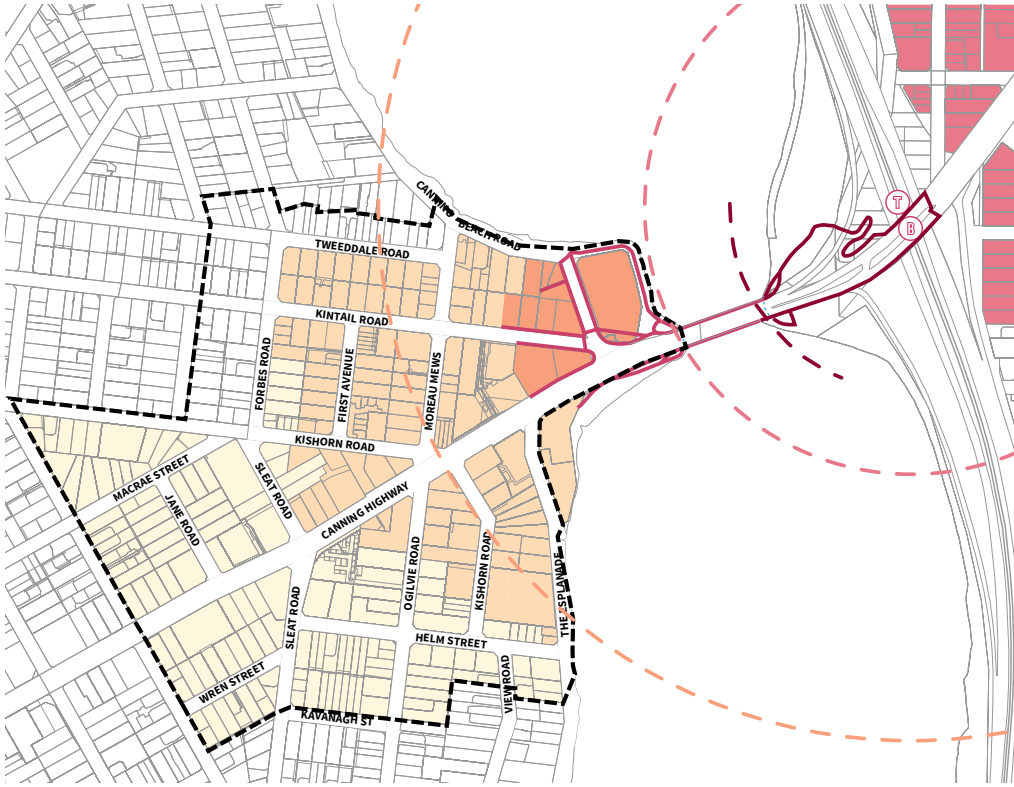
85%
PARKING IS A PROBLEM

DATA SOURCE: ABS. STATISTICAL AREA 1 (2016)

* DATA SOURCE: ABS. STATISTICAL AREA 1 (2016)

LEGENDS

- Activity Centre Plan Boundary
- Theoretical 5 min / 400 m
- Theoretical 10 min / 800 m
- Actual 5 min / 400 m
- 5 min walk (400m)
- 10 min walk (800 m)
- 15 Minute Walk (1200m)
- >15 Minure Walk
- 400 m Existing Path
- 800 m Existing Path





RECONSIDER DUAL USE PATHS IN BUSY AREAS



IMPROVE RIVER CONNECTIONS



UPGRADE PATHWAYS



MONITOR ILLEGAL PARKING



PROMOTE CAR PARKING BAYS



IMPROVE TRAIN STATION ACCESS

CANNING HIGHWAY

Main Roads Western Australia are progressing a major upgrade of Canning Highway to 4 lanes between Riseley Street and Canning Bridge known as the double 'duck and dive concept' which includes grade separated trenches under Riseley Street and under both Reynolds and Sleat Road intersections. A socio-economic impact assessment was undertaken on the Main Road's 'duck and dive concept' as a key input into the Activity Centre Plan Review. Main Roads are planning to introduce an amendment to the Metropolitan Region Scheme (MRS) for road widening to accommodate the 'duck and dive concept' and associated upgrades.

The notion of an integrated transport node is front and centre to the area's future aspirations. From a regional perspective, Canning Highway is a major road corridor and an important link between the Perth City Centre and Fremantle.

For the residents, workers and visitors within the area, Canning Highway is intrusive, noisy, exposed, uninviting and physically divisive.

Contrary to local expectations, the introduction of high intensity residential development has not been matched with an investment uplift within the public realm. Neither Canning Highway or Canning Bridge provide good pedestrian friendly access. Connections to the train station and the river are difficult to navigate, unappealing, stark and extremely unsafe at night.

There are inspirational examples of models further afield which show that a clever design response could deliver a dual outcome - to accommodate regional transport needs and deliver a functional, well-shaded, attractive, multi-use access way that is considerate of local pedestrians and cyclists, as well as vehicles.



TRAFFIC IMPACT ASSESSMENT

An impact assessment performed on the proposed 'duck and dive' has concluded that moderate to major adverse financial impacts over the 2-3 year construction period will result, including (among other things):

- Private and public commuters (up to $1.3M/annum) and pedestrians ($200K/annum);
- A loss of 220 jobs and economic value ($13.9M/annum);
- A loss of rate revenue for commercial (up to $880k over 10 years) and residential (up to $490k over 10 years);
- Blight on housing values: existing (up to $34.5M*), under construction + approved (up to $22M*) and proposed (up to $136M*);
- Blight on commercial values: existing (up to $7M*) and future (up to $9.5M*)

* Net Present Value

** The data provided above is a preliminary assessment and may need to be changed prior to publication

POTENTIAL FUTURE

At the Place Design Forum, the community representatives, alongside designers and engineers, explored potential future treatments for Canning Highway, including a possible 'duck and dive' vs tunnel scenario. The tunnel option received overwhelming support amongst the participants because it was deemed to be less instrusive and provided options to retain and improve pedestrian connectivity.

TREE / GREEN CORRIDORS



CREATIVE SOLUTIONS

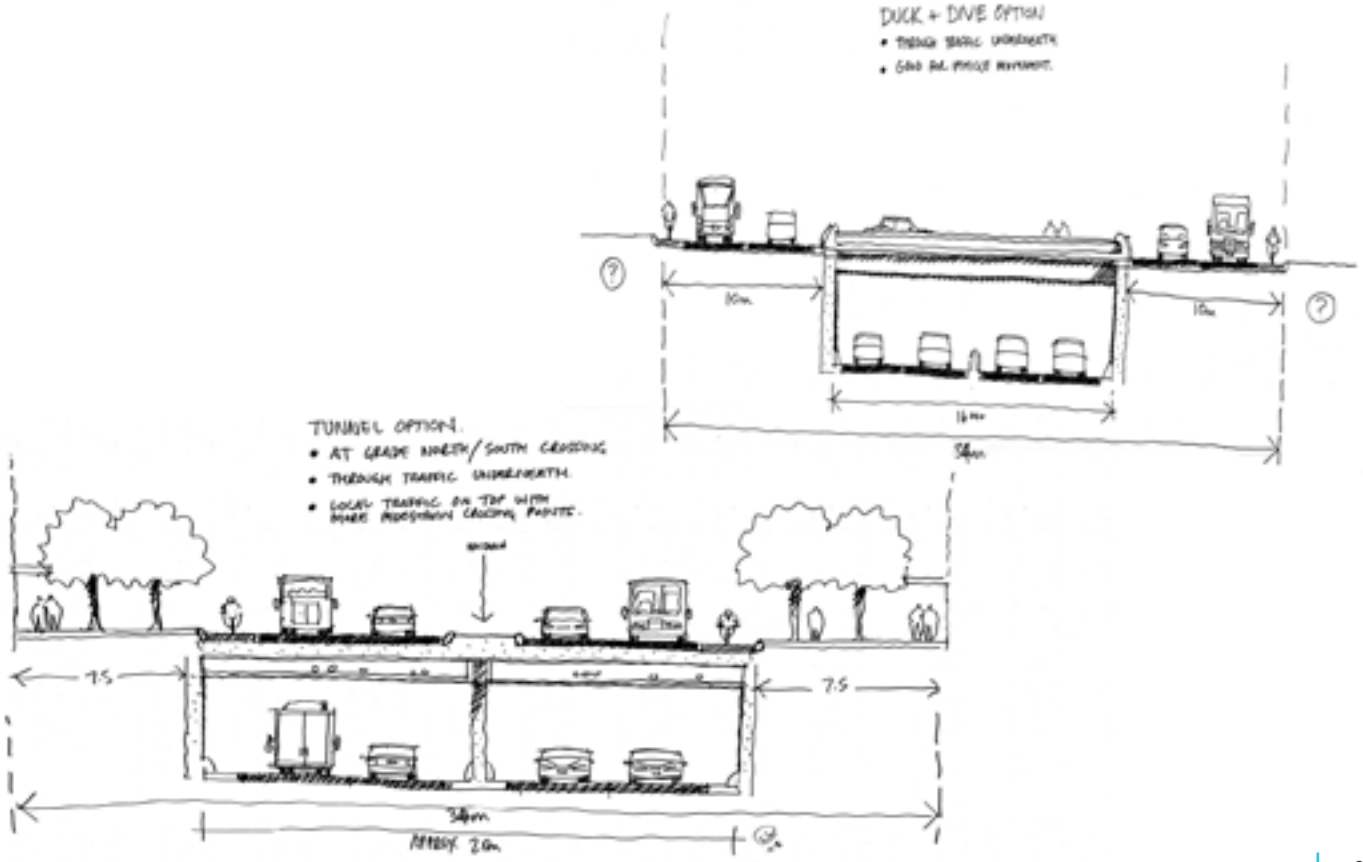


STRENGTHEN PEDESTRIAN CONNECTIONS



RETAIN LOCAL STREET CHARACTER





ECONOMY/LAND-USES

KEY TAKE-OUTS

- Recreate a village feel
- Viable businesses - high density residential will create stability
- Strategic mixed-use (cafes/activate uses on ground floor; offices and residential above)
- Aspire to have workers living locally
- Diverse uses + activities

Canning Bridge is river based and this is seen as the biggest draw card. There is a desire for a more ambitious land-use mix to capitalise on its location and natural assets as a part of its local identity.

The area has historically been a hub for office space, but medium sized businesses are leaving. Increasingly the market is gravitating to residential investment, which offers a safer, more conservative investment option.

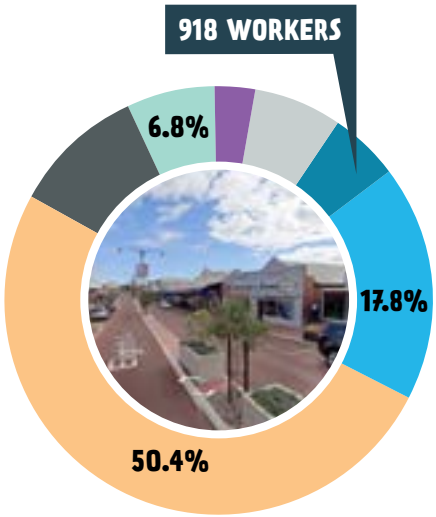
There is also a very low proportion of retail, cafes compared to other neighbourhoods.

Commercial office space remains an important focus. There may be merit in considering ways to incentivize / attract commercial investment, to support diversity.

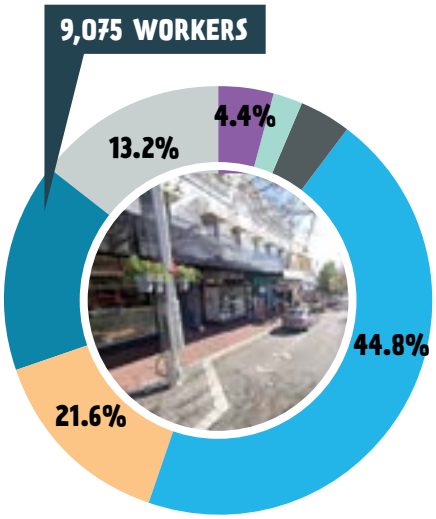


LEGENDS

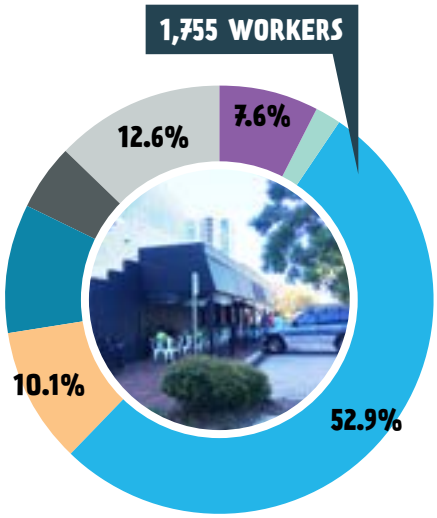
- Activity Centre Plan Boundary
- Restaurants
- Services & Errands
- Groceries
- Offices
- Health & Beauty
- Retail



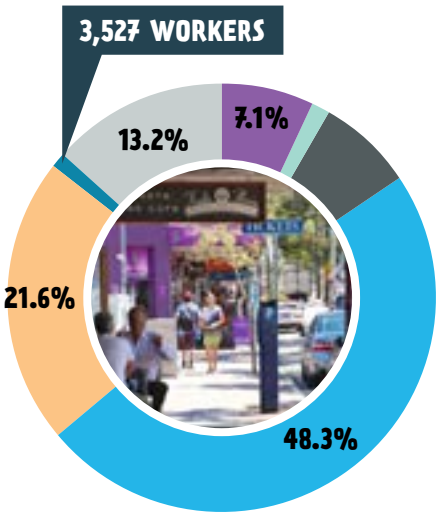
MAYLANDS



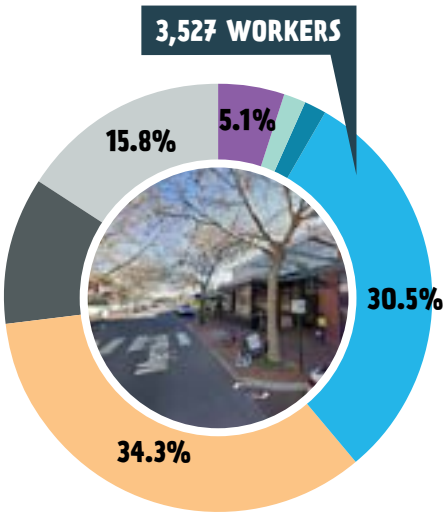
SUBIACO



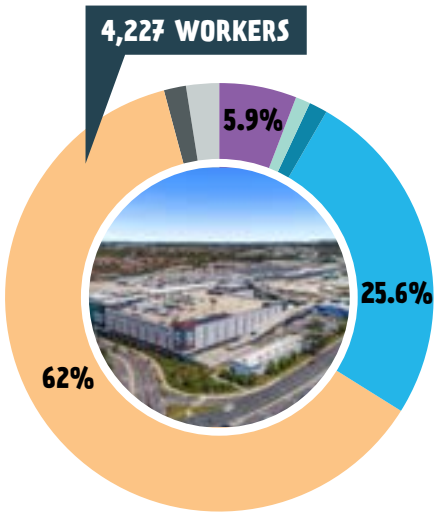
CANNING BRIDGE



LEEDERVILLE



SOUTH PERTH



GARDEN CITY

HIGH PROPORTION
OFFICE / COMMERCIAL

LESS
RETAIL / F&B

MAIN STREET
CANNING HIGHWAY

LOW NUMBER
OF WORKERS



DATA SOURCE: WAPC LAND & EMPLOYMENT SURVEY (2015/17)

BUILT FORM + CHARACTER

KEY TAKE-OUTS

- Quality, green open spaces and piazzas
- Landscaping at street interface
- Podiums that better meet community needs
- Importance of setbacks, accessibility and permeability
- Heritage design (art deco style)
- High quality design and materiality.

There is a wide-spread view that some buildings do not adequately consider heritage values and local character. There is a lack of diversity and poor materiality. The modernist designs have adopted hard surfaces and edges, and the community has a preference for soft, flowing, organic lines. Public realm and interface is important, such as more trees and green spaces in and around buildings. The commons (civic spaces) are also lacking overall, and civic use bonuses are tokenist or inaccessible.

WE WANT LESS OF THIS



BULK + WIDTH



OVERSHADOWING IMPACTS



MEDIOCRE DESIGN



INTRUSIVE TRANSITIONS



VISUAL PRIVACY / OVERLOOKING



BUILDINGS DO NOT CONSIDER LOCAL CHARACTER

"All the new buildings look the same. We want more curves and interesting design."



31%
A MODEL FOR GREENER BUILDINGS, EFFICIENT TRANSPORT & SUSTAINABLE LIFESTYLES

30%
CANNING BRIDGE MAKES BEST USE OF THE RIVER

74%
CONCERNED ABOUT HEIGHT IMPACTS

AND MORE OF THIS...



ACTIVE FRONTAGES



LESS INSTRUSIVE PODIUMS



HIGH QUALITY DESIGN + MATERIALITY



RESPOND TO HERITAGE (ART DECO)



IMPROVED LANDSCAPING AT STREET INTERFACE



DEEPER SET BACKS, BETTER ACCESS + PERMEABILITY

BONUSES + BENEFITS

KEY TAKE-OUTS

- Lack of transparency
- Loss of faith in decision making processes
- Community considers local perspectives are not taken into account
- Too much height and floor space allowed for minimal benefit
- The wrong benefits are being offered and accepted

There is an even split amongst the community as to whether or not they support development incentives as a method to deliver community benefit. Whilst 47% of respondants support in principle the merits of a bonus system, many are frustrated with the process.

Data suggests that 76% of respondents consider there has been too much bonus floor space offered, for minimal benefit. The reasons cited include:

1. It has not been possible to know the incentive provided or to participate in a discussion about what the community believe are community benefits.

2. There are questions around the merits and value of development bonuses and discretion, including widespread dissatisfication with the outcomes that have been delivered.

3. There are no clear links between a public benefit assessment and the extra height that has been granted.

Members of the community were asked if dedicated financial contributions could be collected from developers to fund substantive precinct wide benefits. The response was evenly split, with many unsure. Support is dependant on the need for genuine benefits and there are concerns around misuse of funds and transparency.

POOLED CONTRIBUTIONS FROM DEVELOPERS

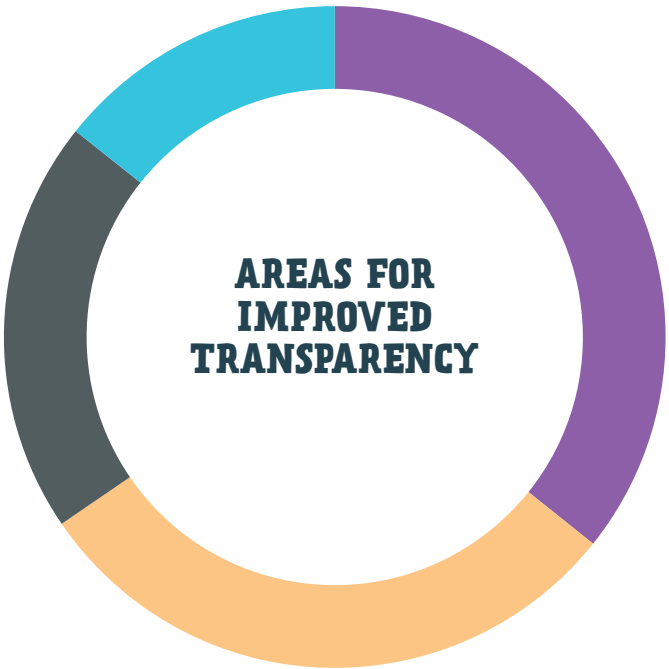


37%
YES,
I SUPPORT
THIS



28%
NO,
I DO NOT
SUPPORT THIS

35%
I AM
NOT SURE



WAYS TO IMPROVE THE MANAGEMENT OF THE PLAN

1. A CLEAR FRAMEWORK AND PROCESS TO ASSESS BENEFITS
2. MORE AVENUES FOR FEEDBACK ON DECISIONS THAT VARY SUBSTANTIALLY FROM RECOMMENDED GUIDELINES
3. A DEFINITIVE LIST OF COMMUNITY BENEFIT ITEMS
4. A TRANSPARENT PROCESS TO 'VALUE' COMMUNITY BENEFIT ITEMS
   (ENSURE THAT OUTCOMES ARE PROPORTIONATE WITH THE LEVEL OF INVESTMENT)
5. A PUBLIC REGISTER OF COMMUNITY BENEFITS – TIED TO DEVELOPMENT APPROVALS AND BONUSES
6. CLARITY OF TRAFFIC AND PARKING 'LIMITS'
7. PUBLISHED MINUTES OF DESIGN PANEL REVIEW MEETINGS WITH PROSPECTIVE DEVELOPERS
8. DEFINITION OF GOOD AND BAD DESIGN FOR CANNING BRIDGE
9. CONSIDER DESIGN QUALITY AND PUBLIC BENEFITS TOGETHER THROUGH THE DESIGN PANEL REVIEW PROCESS
10. MORE INFORMATION ON POPULATION GROWTH TARGETS AND FUTURE RESIDENTS

VALUED BENEFITS / INCENTIVISE INVESTMENT



DEDICATED PARKING FACILITIES



PUBLIC REALM UPGRADES (COORDINATED INVESTMENT)



COMMUNITY / CIVIC INFRASTRUCTURE (IN CORE NODES)



CAT BUS / PUBLIC TRANSPORT INVESTMENT



SHORT STAY / HOTEL ACCOMMODATION*



COMMERCIAL OFFICE SPACE

* There were conflicting views for short stay accommodation. It received a low rating in the survey, but was noted as a valuable benefit at the Place Design Forum.

GOALS + PRINCIPLES

The Canning Bridge Activity Centre Plan vision, goals, guiding principles and objectives set a benchmark for the area and provide the justification and rationale for decisions relating to development control, economic development, infrastructure investment and public realm improvements.

These are essentially the critical elements that aim to shape development and ultimately define the place that will be created.

Based on the feedback received, the goals and guiding principles have been reviewed to more specifically identify and address Canning Bridge's unique advantages and points of difference.

Together the vision, goals and principles provide a framework to influence the direction of decision making and underpin what the Canning Bridge Activity Centre Plan will aim to do, specifically in the Applecross and Mt Pleasant areas, and how it can be achieved.

A detailed overview of the justification and rationale for the revised goal and principles follows on pages 38-53.

ACTIVITY CENTRE PLAN VISION

'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. The area will be recognised by its unique location, its integrated mix of office, retail, residential, recreational and cultural uses that create areas of excitement, the promotion of its local heritage and as a pedestrian friendly enclave that integrates with the regional transport networks while enhancing the natural attractions of the Swan and Canning Rivers.'

Source: Canning Bridge Activity Centre Plan

GOALS	PRINCIPLES
BRING THE VILLAGE TO LIFE	• Invest in place • Maintain commercial investment • Appropriate frontages in the right locations • Treat the north and south differently
EXTEND THE NATURAL ENVIRONMENT	• High quality spaces that feel natural and green • Improved river and pedestrian connections • Protect iconic trees • Upgrade foreshore facilities
EXCEPTIONAL ACCESS + CONNECTIVITY	• Invest in better pedestrian and cycle connections • Improve access to public transport • Holistic approach to traffic infrastructure • Strategic investment in parking
BEAUTIFUL BUILDINGS WITH MEANING	• Maintain + strengthen height hierarchy • Embed quality design outcomes • Diversify levers to achieve high quality buildings • Strengthen design review processes
IMPROVED BENEFITS FOR INTENSITY	• Reduce ambiguity • Introduce proportionality • Deliver 'valued' benefits • Enforce compliance
POLICIES + FRAMEWORKS THAT DELIVER THE PROMISE	• Due regard for transition areas • Reshape + diversity medium density • Clear provisions • Reinstate confidence + certainty • Definitive precinct boundary • Embed social value into core values and strategies • Apply impact based controls

BRING THE VILLAGE TO LIFE



INVEST IN PLACE

Focus and plan for strategic investment in Canning Bridge as a destination in its own right, including an identifiable centre ('Village Heart') and distinct supporting nodes which better connect the river and bring the village to life.

The probability of success will be based on the level of clarity that is provided to future investors, in articulating the vision and specifying the desired core uses and destination drivers (rather than generic activities). There is a good opportunity to develop Council owned land, in prime locations. An improved experience for pedestrians from the Canning Bridge train station will be critical.

Key themes to consider:

- Celebrate heritage
- Quality outcomes
- Multi-generational focus
- Diversity of uses (day / night)
- More open space / welcoming
- Enhance connections



MAINTAIN COMMERCIAL INVESTMENT

The future focus is for a mixed civic / business / local retail hub, but investment in commercial and retail activities will be an ongoing challenge. There has been decreased demand for commercial space since COVID.

Small / medium businesses are also moving out as they grow and expand. New tenancies have been difficult to lease along Canning Highway. It is important to understand / address the barriers to investment.

The market is unlikely to risk investment in stand-alone commercial tenancies and mixed use buildings will ensure that commercial facilities are retained in the area. Other key considerations:

- Explore opportunities for complementary aged-care activities (such as a Health / Medical Hub).
- Do not overlook small offices. They play an important role.
- Hotels / short stay will bring vibrancy. These uses should be encouraged within the central core / river frontage areas.

Canning Bridge has many great qualities but it lacks a 'big picture vision' and investment has been focused, almost exclusively, on the private realm.



APPROPRIATE FRONTAGES IN THE RIGHT LOCATIONS

Not all commercial businesses want to interact with the street. Planning policies dictate 'active frontages,' but many businesses want privacy. The outcome usually leads to a poor experience for pedestrians (e.g. blanked out 'window fronts').

All frontages should activate place, according to their land-use. There are three main types of land-use/ frontage relationships:

- **Trading Frontages** - Commercial businesses which want to trade to the street (e.g., retail/food).
- **Non-trading Frontages** - Other commercial/ mixed uses that don't necessarily trade to the street (e.g., offices, medical).
- **Mixed Residential** uses that want some separation to the street.

If these relationships are respected in their frontage requirements, it is more likely they will activate the street in their own way. If these relationships are not reflected, inappropriate frontage treatments will continue to occur.



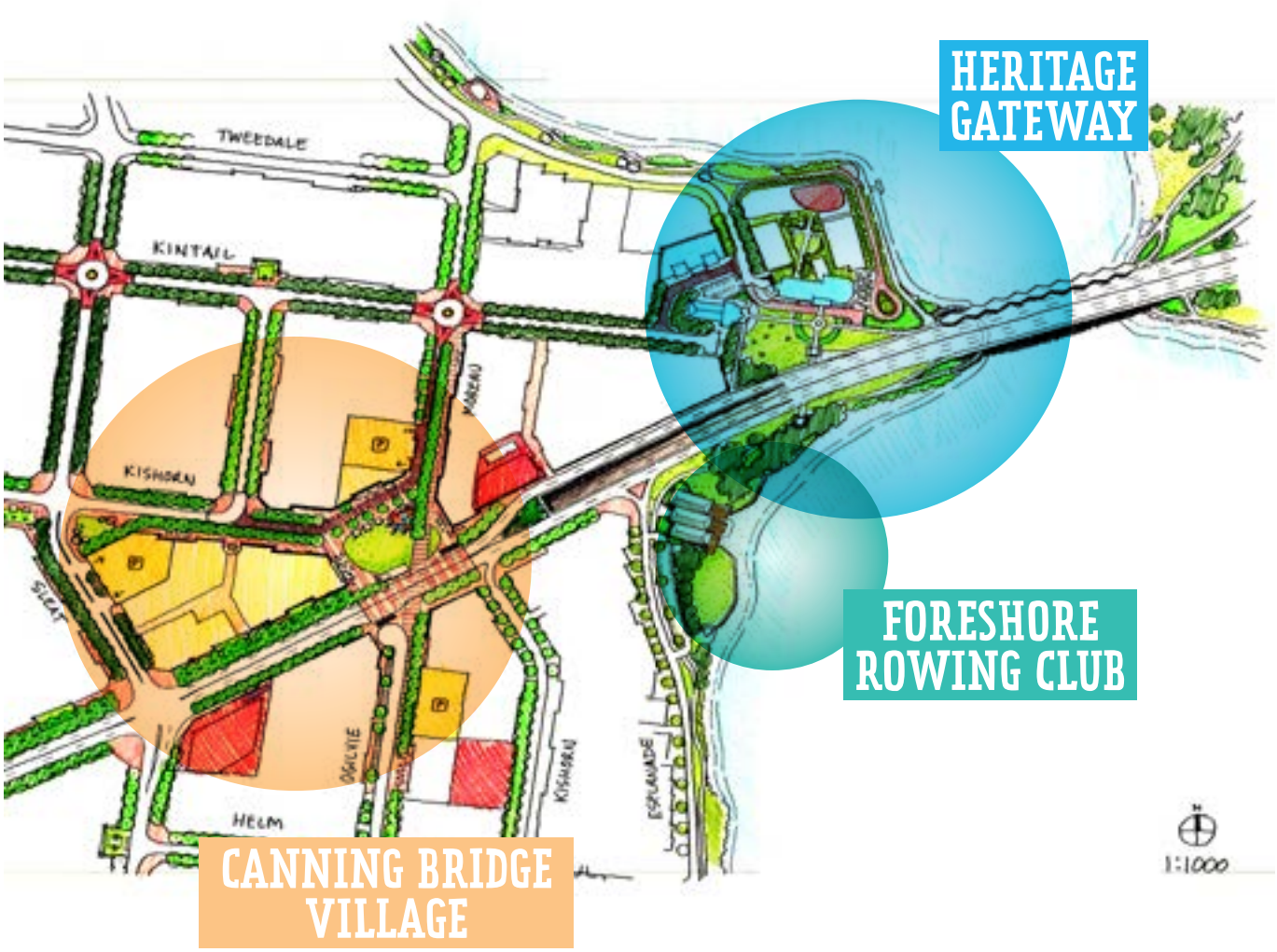
TREAT THE NORTH AND SOUTH DIFFERENTLY

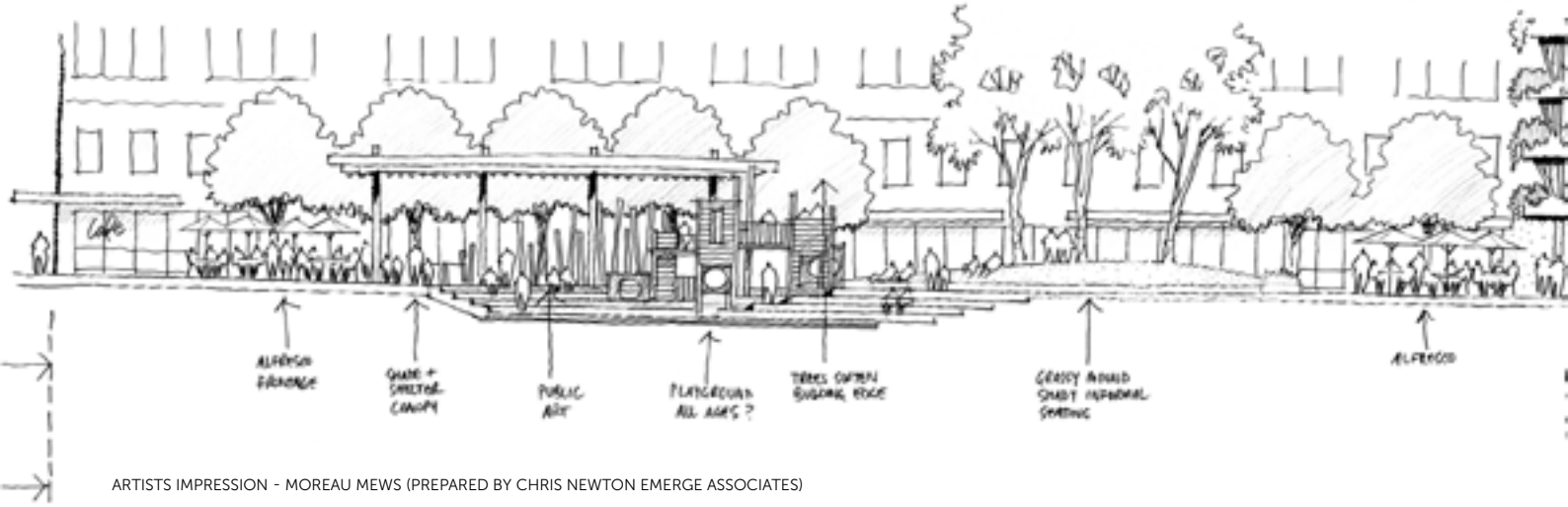
The north and south needs to be treated differently.

- Overshadowing impacts are a greater concern in Mt Pleasant, this needs to be taken into consideration.
- Sleat Road is the major access for these residents onto Canning Highway, and traffic gets banked up through peak periods.
- There is an existing concentration of retail and commercial activity to the orth, including greater capacity for intensity (i.e. less impacts on surrounding areas).

It is important to take these factors into account, and think differently about the treatment of each quadrant.

DESTINATION NODES





ARTISTS IMPRESSION - MOREAU MEWS (PREPARED BY CHRIS NEWTON EMERGE ASSOCIATES)

Canning Bridge Village



RESPOND TO LOCAL NEEDS (NOT THE CBD)



DIVERSE ACTIVITIES (DAY + NIGHT)



EMPLOYMENT HUB

Heritage Gateway + Canning Bridge Road



CELEBRATE HERITAGE



IMPROVE LINKS WITH TRAIN STATION



ENHANCE GREEN LINKS / VILLAGE SIGHTLINES

Foreshore (Rowing Hub)



BETTER RECREATION / ENTERTAINMENT



UPGRADE OPEN SPACES / ENHANCE RIVER INTERACTION



LEVERAGE HISTORICAL CONNECTIONS WITH ROWING

EXTEND THE NATURAL ENVIRONMENT



HIGH QUALITY SPACES THAT FEEL NATURAL AND GREEN

The community want to see greater investment in the public realm and infrastructure, particularly soft, organic and natural spaces.

Green landscaping is missing and there is a shortage of quality open spaces, including playgrounds and pocket parks, which appeal to a multi-generational audience.

A landscaping masterplan is necessary for the entire Precinct, to achieve consistent themes and channel focussed investment.



IMPROVED RIVER / PEDESTRIAN CONNECTIONS

There is a desire for more green links and access ways, but land availability is limited. It is important to explore opportunities within public and private realm, including:

- Give away height for open space and links,
- Optimise strips of land and buffers between buildings,
- Deliver pathways (not vehicular access ways),
- Greater setbacks will offer improved public realm and more space between buildings; and
- Opportunities to negotiate mid-block walkway connections.

Most streets are 20m wide, which provides a good opportunities to channel investment in quality streets (streets as public spaces). Key considerations:

- Simplify street pavement and make wide verges a feature; and
- Soft shade / natural canopy is preferred.

Canning Bridge's character is inherently linked to the natural environment. There is a strong desire to retain and enhance these natural assets, extend the 'look and feel' into the core area and improve accessibility to enjoy them.



PROTECT ICONIC TREES

Trees-lined streets epitomise the local character and are highly valued. The area is well-regarded as a green leafy suburb, and should remain so into the future.

- Tree canopy and shade is identified as valuable (micro-climate)
- Caution against losing verges and trees to road widening (think smart and design around trees)
- There is a desire to heritage list the trees

There is also a desire to better protect street trees through construction. Stronger enforcement and compliance is required.



UPGRADE FORESHORE FACILITIES

The river is a highly valued asset but investment in facilites has been limited. There is strong support to upgrade facilities and spaces on the foreshore, including:

- Invest in better green links to the foreshore areas,
- Consider boardwalk (light footprint) on river and more open space out onto the river,
- Explore opportunities to optimise the facilities within the rowing clubs,
- Consider opportunities for more soft landscaping, passive spaces, as well as active recreation and commercial activities; and
- There is a desire to slow/calm foreshore traffic.

EXCEPTIONAL ACCESS + CONNECTIVITY



INVEST IN BETTER PEDESTRIAN + CYCLE CONNECTIONS

Canning Bridge needs improved infrastructure to make walking and cycling more pleasant, safe and convenient. Pedestrian priority is important. Design shortcomings currently inhibit pedestrian amenity and safety, including:

- Loading bays enable truck access that impacts on pedestrians and vehicles (e.g., The Precinct),
- Internal rubbish servicing keeps the street pleasant and does not inhibit access,
- There are several examples where vehicles have no clear line of site to see pedestrians,
- An ageing population lives in the area and pathways are not safe; and
- Improve lighting, ensure paths are smooth, and get faster cyclists off them.

Dual paths do not work in all areas. Cycling infrastructure needs to accommodate all users (pelotons to young kids). This is a particular issue around the Canning River.



IMPROVE ACCESS TO PUBLIC TRANSPORT

Improved access to public transport is essential, particularly given the area is designated as a transit-oriented development area.

Priority focus areas:

- Upgraded connections with the train station are critical,
- Access is compromised by circuitous route. It is unappealing, unattractive and needs to be improved,
- There are no drop off / pick up areas,
- The walk is unsafe, not well lit and extremely hazardous at night; and
- It is not legible/ cannot be found by first time visitors.

Mt Pleasant also currently has a very poor level of public transport service. This is a key issue that needs to be taken into consideration for future planning.

There is an expectation to see a greater level of investment that will improve access for all users, before proceeding with more intensive development.



HOLISTIC APPROACH TO TRAFFIC INFRASTRUCTURE

Canning Highway is a major barrier to connectivity for residents, workers and visitors. Current and future connections across the highway remain a key concern.

- The existing bus interchange is bottleneck for cars. A dedicated lane towards Victoria Park will keep cars moving. The preferred location of the proposed bus interchange is over the freeway rather than river foreshore.
- Sleat Road is a major access for Mt Pleasant residents (onto Canning Highway). Traffic gets banked up through peak periods, there is no pedestrian walk sign at the crossing and the bus stop locations further impede access.
- Local area traffic planning may need to distribute turning volumes.
- Traffic management plans currently focus on individual buildings. A holistic approach is required to address the cumulative impact.

There is a widespread awareness of Main Roads 'duck and dive' proposal, which was opposed by all at the Place Design Forum.



STRATEGIC INVESTMENT IN PARKING

There is a perceived lack of parking (and poor legibility) which may be negatively impacting on business and retail operators. There is parking capacity in some areas, but it is fragmented and bays are poorly promoted. Updated data will validate demand.

- Improve visibility + knowledge so that parking it is easy to find and people know that it exists.
- There is a desire for a dedicated parking facility within the village core, including provision for some (monitored) free parking.
- Execution of the public parking for bonuses policy needs review. Bays are not cost effective to manage, they are poorly promoted and access hours are restricted.
- Parking plans are not enforced, and they need to be. Construction management plans should include parking for all construction vehicles, and be enforced.
- Parking plans currently focus on demand for future residents. There is no consideration of visitors.

BEAUTIFUL BUILDINGS WITH MEANING



MAINTAIN + STRENGTHEN HEIGHT HIERARCHY

The height hierarchy should remain in place and is still important. Stronger controls need to be established to ensure it is not undermined. When properly administered, higher buildings can create opportunities for more public open space.

- Height limit remains a concern and caps are preferred.
- The 'right' height is the one with the right impact on the surrounding area (including street interface, overshadowing and regional aspect).
- The bulk of large buildings (i.e. width and mass) is a concern.
- The 'village core' and land adjacent to Canning Highway are suitable locations for greater height. Towers in these locations will have less impact on surrounding residents. Concentrated heights may provide the opportunity for reduced densities in other areas.
- Value of depth (stepped heights up from the river) is important; and
- Most streets with development potential run north / south.



EMBED QUALITY DESIGN OUTCOMES

There has been a mediocre quality of outcomes delivered. Some of the new buildings do not feel friendly at the ground level. The stepped up design and heritage response achieved at the Raffles is well received, however some recent buildings do not reflect or consider historic form.

- Canning Bridge is defined by its regional aspect and appeal of the high-rise buildings. Height diversity and landmark elements are highly valued,
- Tall, slender towers are preferred over bulky podiums and shorter but wider towers,
- Slender towers allow greater sight lines to the river from other upper level apartments and are often visually more attractive,
- Greater focus on getting quality design outcomes and the ground floor interface right; and
- Quality of the tower design is also important.

Policy frameworks should encourage quality buildings that are built to last. The design response should still look good in 20-30 years and all buildings should respond to local character.

Quality design outcomes must take centre stage. Buildings that blend in and reflect local character, variation, diversity and deeper setbacks with more greenery and open space are all important considerations.



DIVERSIFY LEVERS TO ACHIEVE HIGH QUALITY BUILDINGS

A dynamic approach with ongoing flexibility is important.

- Setbacks and height are the current levers.
- There is an opportunity to explore plot ratio (volume controls) and deeper set-backs as levers to ensure outcomes are better aligned to local expectations
- Further work is also required to resolve if car parking is excluded or included, within plot ratio. Inclusion of parking in plot ratio discourages upper floor podium car parking and can lessen building height.
- Flexibility is also important to accommodate irregular shaped blocks.



STRENGTHEN DESIGN REVIEW PROCESSES

Understanding of the operations of the design review process and associated trust concerns have been flagged. There has been a call for community representation on the Design Review Panel (DRP), however the State Government guidance does not recommend community involvement. There is a need to look at other ways for involvement, including more transparency in the process if possible. Key considerations include:

- Prepare and adopt design guidelines to give detailed place-based guidance to built form.
- Consider appointing a City Architect to serve as liaison between the panel, elected members, the administration and proponents. An esteemed Architect is better qualified to have qualitative design discussions and provide guidance on local character response to individual designs; and
- The DRP terms of reference should have more focus on aesthetics and character. Consider a review in terms of composition and operation, and improved transparency (published minutes where possible).

IMPROVED BENEFITS FOR INTENSITY



REDUCE AMBIGUITY

If bonuses are to remain in place, tighter controls are essential. Ambiguity must be reduced. Improved planning controls, processes and transparency are required to guide and inform decisions.

- Take a proactive stance. Communicate a conservative approach. Height and development concessions will not be given away easily.
- There needs to be provision to firmly lock-in benefits into the future (to provide benefits up-front, and to ensure public access is not withdrawn). This will be an on-going concern if benefits remain on site.
- Provide opportunity for bonuses to be provided off-site to broaden the scope for providing community benefit
- There are currently no caps on bonuses. The Western Australian Planning Commission has caps on bonuses in its Draft Precinct Planning policy. This should be adopted.



DELIVER 'VALUED' BENEFITS

The operation and outcomes of the bonus and community benefit process has raised concerns. The mechanism needs review.

- Greater sensitivity is important around how bonuses are awarded. Do not reward bonuses for benefits that are required anyway,
- Staging should be a priority consideration through the approval process. Benefits should be delivered up front where ever possible, not through subsequent stages.

Very often developers do not want to provide benefits on-site, they'd prefer to make an in-kind contribution.

There is support to 'pool' community benefit funds from proposed developments to fund communal public benefits, rather than delivering benefits on-site.

Development bonuses should only be awarded for valued benefits aligned to investment needs that support the area. Tighter controls are essential, including mechanisms to follow through and ensure all elements are provided in a timely manner.



INTRODUCE PROPORTIONALITY

A key expectation of the community is that benefits provided will be proportional to development bonuses granted.

With community benefit provided as financial contributions, the value of the benefit is unambiguous. This ensures clarity, accountability, and consistency.

There is recent precedent supporting this mechanism which avoids benefits having to be provided on development sites – an arrangement considered undesirable by Council, developers and the community.

To ensure transparency for all parties, the community benefits funded by these contributions should be publicised, and based on demographic need, community demand, and contribution to the character and identity of the place.



ENFORCE COMPLIANCE

Architectural quality is a requirement for triggering bonuses. The quality of outcomes has often not been reflective of expectations.

- There is a need to follow through elements that were deemed worthy to trigger bonuses and ensure they end up being provided in the buildout; and
- Consider potentially withholding occupancy certificates until/unless this occurs.

When being considered for development bonuses, there should be substantial focus on the quality of the building for the external community, weighted more heavily than for occupants. Focus on external presentation, form, ground plane, response and contribution to public realm.

POLICIES AND FRAMEWORKS THAT DELIVER THE PROMISE



DUE REGARD FOR TRANSITION AREAS

H6 & H4 areas will have biggest impact. A greater focus on these areas, including transition and edges is necessary.

Better signage and information to make people aware that this is an Activity Centre Plan area. There are no records on the title, and it is not always disclosed when a property is purchased. Due diligence with the City should disclose operation of the Activity Centre.

Helm Boundary review process is in place, let it run its course:

- The proposal to amend the boundary takes away development rights. This represents a loss in property values for some residents.
- Dwellings are approaching end of economic life. Future proof the area, to facilitate long term investment decisions.
- Mitigate impacts of development rather than amend the boundary.
- The community need confidence that the protection provisions (such as overshadowing and setback provisions) are put in place, before there would be agreement to leave the boundary in place.



RESHAPE + DIVERSIFY MEDIUM DENSITY

There is ambiguity with respect to what constitutes '4' storeys' (i.e. actual height). Design WA height specifications clarify actual height vs number of floors.

Recent fire regulations are likely to see a reduction in the number of 4-storey developments. The Kardinya Activity Centre Plan is taking this into consideration (H4 / R20-R15 areas).

There is currently a market gap for town house / villa development opportunities. Suitable areas are currently on all along busy transit corridors. Group dwellings are possible within the H4 area, but setbacks are the issue. WAPC is introducing Medium Density Codes which provide guidance for development up to 4 storeys. Rather than reinvent the wheel, this would be an opportunity to provide a range of housing types up to 4 storeys in a medium density context

This presents an opportunity for the H4 areas, including south of the Helm Street boundary, which would appear compatible. The built form outcomes in some areas (such as 8 Macrae and 21 Kishorn) also need further consideration.

It is important to strengthen policies and statutory frameworks to restore confidence and ensure the vision is executed and aligned to local expectations.



CLEAR PROVISIONS

The Activity Centre Plan is a due regard document. Provisions should be clear and enforceable.

The outcome needs to balance an established/rigid set of rules vs merit-based system appropriate to context.

The stakeholders do not want to lose the opportunity to achieve great outcomes.

- Aim for flexibility in the core, rigid in suburban fringe.
- There is a concern that too much freedom and flexibility has delivered poor outcomes.
- It is important to create a better set of rules, be clear on discretion and establish appropriate caps.



REINSTATE CONFIDENCE + CERTAINTY

The community has lost confidence in the approval process.

- Developers and residents both need certainty. Equity is important for all sides.
- Strong concerns around how the plan gets implemented (by the approval authorities).
- Clarify the infill dwellings delivered to date, and compare against progress towards targets.
- City has a performance-based document. It sets out basic provisions. Administrators have also wrestled with the provisions and shortcomings.
- Desire for the community to have a greater ability to influence the outcomes. For example, access to quality information as a part of the development approval process.
- Is there an opportunity to review the process relating to the Responsible Authority Report. Councillors currently have no opportunity to amend the report, only provide an appendix.

POLICIES AND FRAMEWORKS THAT DELIVER THE PROMISE



DEFINITIVE PRECINCT BOUNDARY

The Activity Centre Plan boundary has not been clear and definitive. This is a problem. It needs to be reviewed and better communicated.

- Some boundaries require nuanced consideration (i.e. Helm Street, Forbes / Kishorn).
- Consider using streets as defined edges rather than private property boundaries, especially for boundaries running east-west.
- Flexibility of development control, allowing more height, is appropriate in some areas, such as along Canning Hwy.
- Stricter controls, providing greater certainty to adjacent residents, should be in place in areas of greater impact (such as suburban residential areas).
- Create a level of understanding that the Activity Centre Plan will evolve and possibly expand every 10 years.



EMBED SOCIAL VALUE INTO CORE VALUES AND STRATEGIES

For Canning Bridge, the majority of concerns such as lack of public spaces, landscaping, local character, engagement, design quality - all stem from an underlying desire to create additional social value. The City of Melville could take a lead role and embed 'social value' into its own core business values and strategies, as a way to address these concerns. Suggested ways to do this are:

- Ensure the needs analysis and relevant strategies embed social value criteria,
- Create a set of social value metrics and reporting to improve the trustworthiness of data and enable stakeholders to be able to judge success,
- Identify and demand more ambitious social value outcomes for all new developments (e.g. require development approvals to demonstrate how they are creating additional social value); and
- Ensure the effectiveness of social value interventions and achievements are monitored, measured, and a feedback loop to other projects.

This should also be reflected in the City's Strategic Community Plan (Quality of Life + Place).

What is Social Value?

Social value is a way of quantifying the relative importance that people place on changes they experience in their lives. It is a way to measure elements that are important - but are not commonly expressed or measured in the same way that financial value is. An example might be the value we experience from living next to a community park.





APPLY IMPACT BASED PLANNING CONTROLS

Enhanced consideration of impacts is important. Quality of life vs profit is a valid consideration developers should not have overriding priority

Development applications currently do not consider the impact of neighbouring properties. This needs to change. Overshadowing and visual privacy need to be considered as part of an overall approach (remove clause 5.7).

Overshadowing is inevitable. Implications are more prevalent in the South and Mt Pleasant. The issues are not just confined to Helm Street. It is important to review the entire area.

- Consider N/S v E/W orientation,
- There needs to be some measures to limit overshadowing outside of the precinct area,
- Overshadowing does not currently apply to R-Codes; and
- Some of the mechanisms that will mitigate overshadowing are thinner towers, enhanced consideration of neighbour impacts and greater set-backs.

Suggested tools that could be explored to adopt impact-based planning controls include:

- Mechanisms to enable affected stakeholders to access to quality information as a part of the development approval process,
- Established agreed principles for developers to work within set limits,
- Greater focus, especially in transition areas,
- Set limits on impacts (e.g. % of land overshadowed / 2D or 3D) as the benchmark for development, providing flexibility in how to comply with limits,
- Convert provisions to minimise interface impacts (overshadowing, visual privacy),
- Flexibility / opportunity for more discretion for individual circumstances (with agreement of affected neighbours); and
- A greater focus on enforcing construction management to minimise noise and disruption.

IMPLEMENTATION + DELIVERY

This Place and Precinct Report captures the agreed goals and principles, which will address and resolve the issues, concerns and opportunities highlighted throughout the Activity Centre Plan review process.

Many of these recommendations touch on strategies and policy frameworks that are beyond the scope of the Activity Centre Plan Review. The Canning Bridge Place Implementation Framework (Figure 1) shows that the Activity Centre Plan Review will be most effective, when considered holistically alongside the City's management structure, relevant strategies, policy documents and performance monitoring frameworks.

The supporting governance framework on page 54-55, and implementation strategies on page 56-61, include a range of actions and recommendations to ensure that the City of Melville has a robust framework in place to address the matters which have been raised.

The Activity Centre Plan currently functions primarily as a statutory planning tool, focused exclusively on controlling private realm investment. This report demonstrates it is equally important to channel investment in both the private and public realm.

The Activity Centre Plan could be better promoted as a broad masterplan for the community and all service areas at the City, to follow and work towards a stated vision.

The City of Melville can take a lead role and attract high quality public realm investment to:

- Reinforce and enhance character of the place;
- Set the standard and raise expectations for private development; and
- Strengthen the City's leadership credentials and therefore advocacy position.

Potential funding streams that would support a greater level of private and public investment within the public realm at Canning Bridge, is also included in Figure 2.

PLACE IMPLEMENTATION FRAMEWORK

MANAGEMENT + SYSTEMS

PLACE GOVERNANCE
- Management framework
- Compliance / accountability
- Resources

DESIGN REVIEW PROCESSES
- Policy frameworks
- Design Review Panel (DRP)
- City Architect

SOCIAL VALUE METRICS
- Embed social value criteria
- Establish metrics + reporting frameworks

STRATEGIES + POLICY FRAMEWORKS

- ACTIVITY CENTRE PLAN REVIEW
- DESIGN GUIDELINES / CHARACTER FRAMEWORK
- TRANSPORT STRATEGY
- PUBLIC OPEN SPACE STRATEGY
- PLACE + COMMUNITY NEEDS BLUEPRINT

CONTINUAL IMPROVEMENT

INTERVENTIONS
- Measure outcomes
- Monitor effectiveness
- Outcomes feedback (other projects)

FIGURE 1 - CANNING BRIDGE IMPLEMENTATION FRAMEWORK

FUNDING MECHANISMS

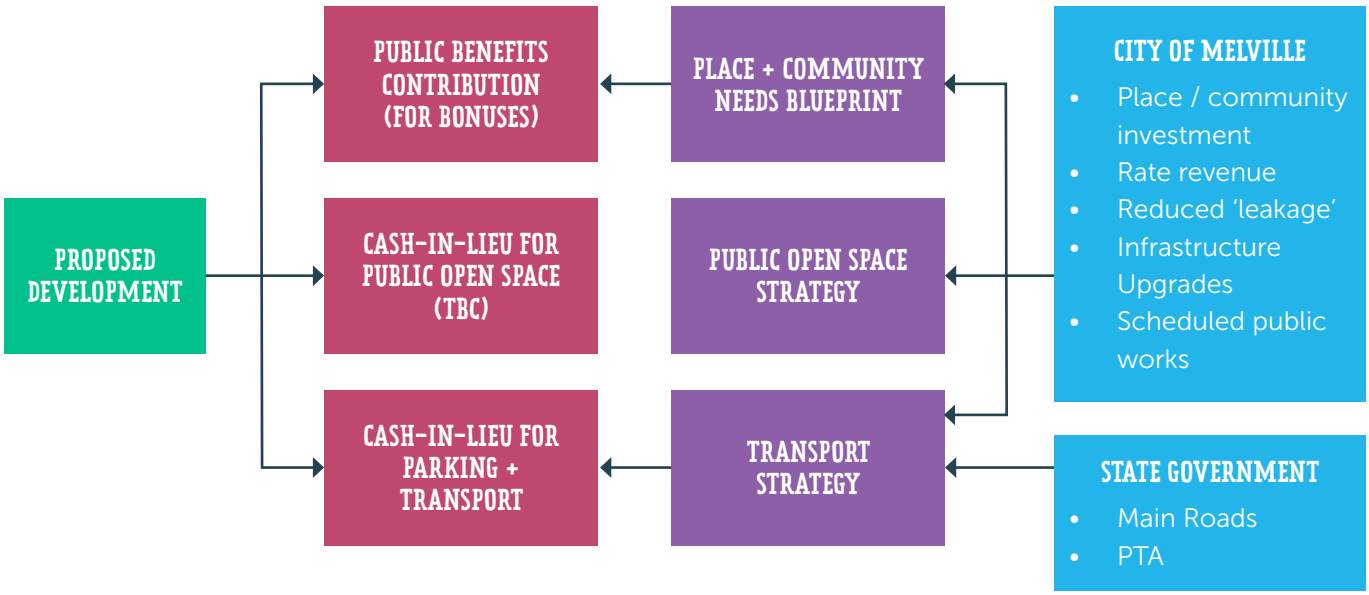


FIGURE 2 - POTENTIAL FUNDING MECHANISMS

GOVERNANCE

Delivering on the promise will be fundamental to restoring trust amongst all key stakeholders, and a robust governance structure will provide the mechanism to do this.

Strong place management underpins the creation of great places and all decisions made by the City will ultimately leave a lasting impression. This means that all staff need to understand and be on-board with the agreed vision and be empowered with the necessary policies and tools.

Establishing agreed strategic goals, clarifying roles and responsibilities, and setting up accountability frameworks will be essential to achieving a coordinated and holistic approach. Given the complexities of the site, the strategic importance of Canning Bridge Activity Centre as a regional transit oriented development, and the sheer size of the organisation, a two-tiered Place Management Framework is recommended.

Strong relationships at executive level will enable strategic dialogue and negotiation around future investment and development potential. Operational partnerships including collaborative engagement and marketing will ensure a seamless experience for residents, visitors, workers and investors.

Central to this framework is the Place Manager, who plays a crucial vision keeping role, ensuring all decisions are aligned to the agreed vision. For the Place Manager to be most effective, responsibilities should extend beyond activation and community development. An effective Place Manager would ideally be the 'go-to' person, well known to all members of the community, to broker outcomes and resolve critical issues.

Canning Bridge has a passionate and strongly vested community – make the most of this as a great asset. Encouraging a stewardship approach will empower the community and stakeholders to take ownership of the future village core, and ensure it continues to grow as a close-knit, cohesive community. Consider establishing a Canning Bridge Steering Committee. Positions could be publicly advertised and provide a forum for Councillors, Executive and business / community representatives to work in a collaborative and positive way to leverage opportunities and proactively address concerns.

Dedicated and sustained revenue sources are also important to ensure that infrastructure, activation and maintenance strategies can be delivered to a consistently high standard.

The following actions are recommended:

1. Support the dedicated Place Manager to oversee day-to-day operations for all strategic initiatives.

2. Establish a Canning Bridge Steering Committee, to be chaired by the City of Melville CEO.

3. Continue to support the Cross Functional Canning Bridge Place Team coordinate 'Place Operations' and maintain a collaborative focus on targeted place-led outcomes.

4. Prepare a Strategic Place Management Plan (informed by Figure 1), to guide operational strategies over the next 3 years.

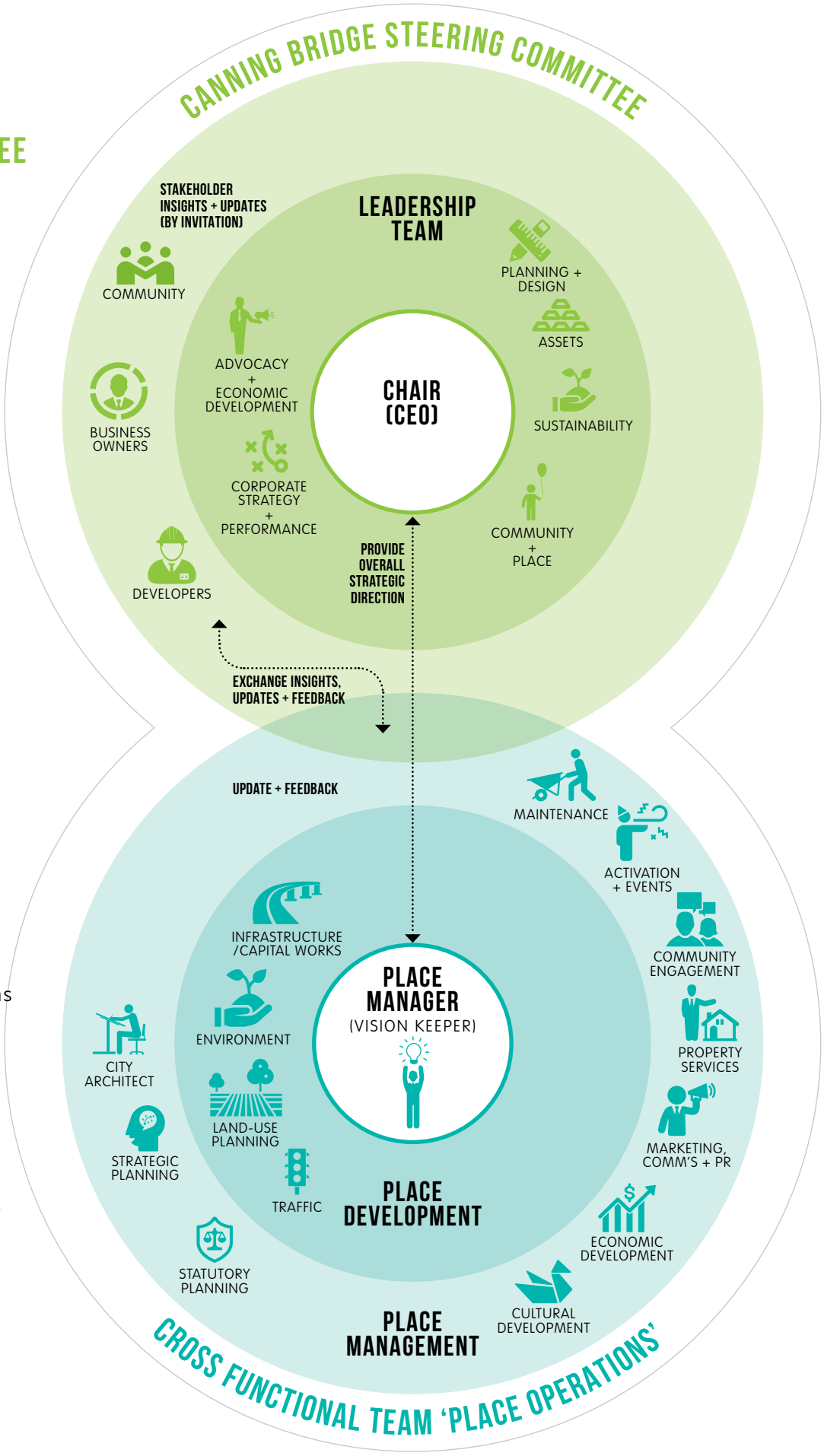
5. Identify revenue opportunities to fund place-management initiatives (informed by Figure 2).

CANNING BRIDGE STEERING COMMITTEE

- Set goals + directions (aligned to vision)
- Monitor + evaluate (accountability)
- Report to CEO
- Bi-Monthly

PLACE OPERATIONS WORKING GROUP

- Manage resources
- Day-to-day operations
- Project delivery
- Update reports + feedback
- Monthly
- Manage agenda items to enable efficiencies



CANNNG BRIDGE ACTIVITY CENTRE PLAN (CBACP)		CBACP REVIEW	COMPLIANCE / MGT / RESOURCES	TRANSPORT STRATEGY	DESIGN REVIEW PROCESS	PLACE / COMMUNITY NEEDS BLUEPRINT	POS STRATEGY
BRING THE VILLAGE TO LIFE	**PLACE + COMMUNITY NEEDS BLUEPRINT**						
	1. Prepare a Place and Community Needs Blueprint to coordinate and fund 'place investment' for the entire precinct. This could acknowledge earlier work and will determine detailed cost estimates and suitable items that could form the basis of a public benefits contribution for bonuses, and ensure investment complements programmed public works within the ACP area.					X	X
	2. Partner with the rowing clubs to explore future development and revitalisation opportunities.		X			X	X
	3. Explore place activation and strategic event opportunities (to support investment).		X			X	
	4. Encourage short stay accommodation activities within the central core areas.	X			X	X	
	5. Incentivise and support investment in commercial and office facilities.	X	X		X	X	
	6. Develop an identifiable centre of the precinct on Moreau Mews and Kishorn Rd north • Invest in a high amenity public in this location, • Focus development, residential intensity, and, especially, vibrant retail land uses, in this location accordingly, avoiding amenity issues from Canning Highway, • Provide a strong pedestrian connection along Moreau Mews to the river, • Ensure a future pedestrian crossing of Canning Highway at grade at Kishorn Rd, • Recognise Sleet Rd north and Forbes Rd as likely to attract more passing trade and commercial opportunity, • Frame the identifiable centre with parking and transport nodes to provide legibility and encourage a local pedestrian economy, and • Encourage strategic use of the City's assets to support and promote focused development around this identifiable centre.	X	X	X	X	X	X

	CANNNG BRIDGE ACTIVITY CENTRE PLAN (CBACP)	CBACP REVIEW	COMPLIANCE / MGT / RESOURCES	TRANSPORT STRATEGY	DESIGN REVIEW PROCESS	PLACE / COMMUNITY NEEDS BLUEPRINT	POS STRATEGY
	Local Development Plans (Flagship Sites) 7. For major development sites and opportunities, consider the preparation of Local Development Plans (as a collaboration between the City and landowners) as a mechanism to resolve and agree upfront the desired community and landowner outcomes on key sites, prior to development applications being lodged.						
EXTEND THE NATURAL ENVIRONMENT	**PUBLIC OPEN SPACE STRATEGY**						
	1. Prepare a Landscape Masterplan (aligned to the Blueprint) to embed a consistent theme, improve pedestrian and green links, upgrade streetscapes and improve access to public open spaces. Establish detailed cost estimates that could form the basis of cash-in-lieu of benefits contribution scheme.	X		X		X	X
	2. Investigate and if possible, establish a cash in lieu for public open space for new proposals to fund new and upgraded public spaces in the ACP area.		X				X
	3. Explore opportunities to put a 'dollar value' on iconic trees.						X
EXCEPTIONAL ACCESS AND CONNECTIVITY	**AN IMPROVED TRANSPORT NETWORK**						
	Advocacy 1. Advocate for Tunnel option for Canning Highway, as opposed to a "duck and dive option", based on evidence of impacts and opportunity costs to the ACP area a. MRWA/CoM – Canning Highway advocacy b. Safe and convenient pedestrian access across Canning Hwy should have priority consideration as a part of short term + future redevelopment plans. 2. Strong and direct connectivity from the Melville ACP area to the train station by bus a. PTA/CoM, b. Advocate for bus station to remain on, parallel with Canning Highway, c. Ensure efficient transfer from bus to train at Canning Bridge station, d. Do not direct buses routes away from Canning Highway, and e. Improved service accessibility for Mt Pleasant.			X		X	X

	CANNNG BRIDGE ACTIVITY CENTRE PLAN (CBACP)	CBACP REVIEW	COMPLIANCE / MGT / RESOURCES	TRANSPORT STRATEGY	DESIGN REVIEW PROCESS	PLACE / COMMUNITY NEEDS BLUEPRINT	POS STRATEGY
EXCEPTIONAL ACCESS AND TRANSPORT	**Establish funding mechanisms to increase investment in the transport network** 1. Consider existing mechanisms and explore head of power to enable cash in lieu of parking for non-residential uses; 2. Funds collected can be invested in a range of infrastructure, to reduce car reliance and improve pedestrian friendliness a. Dedicated parking facilities in accessible locations to provide certainty and legibility to visitors and businesses, b. Improvement to public transport services and infrastructure, c. Upgrades to pedestrian and cycling facilities and amenity, and d. Suitable provisions for emerging transport options such as e-bikes.	X		X			
	Strategic management of parking 1. Conduct analysis to assess current and future parking bay capacity 2. Improve visibility + legibility of existing public parking 3. Prioritise Parking enforcement and compliance (local short term parking, parking in cycling infrastructure) 4. Invest in a **dedicated parking facility** in a central location (for office workers and visitors). • High legibility and visibility and good access off Canning Highway is essential • Explore existing City assets and developer partnerships	X		X		X	
	Local Traffic Management Plan and street upgrades (streets as places, healthy streets) 1. Adopt consistent typologies and commence street upgrades, linked to the character and function of streets 2. Investment commensurate with the development of healthy streets. 3. Recognise that Kintail Rd is likely to have limited or no access on/off Canning Highway, and that Sleat-Forbes Rd will become a more important connection to the north from Canning Highway	X		X			X

	CANNNG BRIDGE ACTIVITY CENTRE PLAN (CBACP)	CBACP REVIEW	COMPLIANCE / MGT / RESOURCES	TRANSPORT STRATEGY	DESIGN REVIEW PROCESS	PLACE / COMMUNITY NEEDS BLUEPRINT	POS STRATEGY
EXCEPTIONAL ACCESS AND TRANSPORT	**Prioritise investment in public transport and encourage a modal shift** • Local CAT bus service • Connectivity to train station • Promote and facilitate new technologies (E-Bikes etc.)			X			

	Upgrade pedestrian and cycling infrastructure
	1. Invest and upgrade paths so that they are appropriately designed and safe for all user groups,
	2. Improve pedestrian crossing upgrades (including Canning Highway),
	3. Improved links with the river,
	4. Ensure vehicular servicing and access does not compromise pedestrian safety,
	5. Invest in safe, direct pedestrian access between the train station and the village centre (as a high priority), and
	6. Upgrade cycle path infrastructure
	  • Review capacity of cycle paths (under bridge – regional traffic), and
	  • Maintenance of paths through a black spot program for cyclists.
				X		X	X

	CANNNG BRIDGE ACTIVITY CENTRE PLAN (CBACP)	CBACP REVIEW	COMPLIANCE / MGT / RESOURCES	TRANSPORT STRATEGY	DESIGN REVIEW PROCESS	PLACE / COMMUNITY NEEDS BLUEPRINT	POS STRATEGY
IMPROVED BENEFITS FOR INTENSITY	**STRENGTHEN DESIGN REVIEW PROCESSES**						
	Certainty for the community and developers 1. Control bonus system with caps on height and/or plot ratio 2. Review performance criteria to trigger bonuses - Design quality should be assessed with substantial weight on the external appearance of the buildings (i.e. for non-occupants)	X	X		X	X	
	Community Benefits 1. Community benefits must clearly demonstrate valued outcomes and legitimate need. The preparation of a Place and Community Needs Blueprint will provide leadership in this respect. 2. Replace requirement for compulsory provision of benefits on site with a pooled benefits system and ability to contribute cash-in-lieu rather than provide benefits on-site, connected to Community and Place Needs Analysis. 3. Failing this, establish a public register of benefits and be upfront and transparent about bonuses and benefits 4. Ensure community value of benefits is consistently proportional to the development bonus being sought	X				X	
BEAUTIFUL BUILDINGS WITH MEANING	**Prepare and adopt design guidelines to give detailed place-based guidance to built form**						
	Design Review Panel 1. Review Terms of Reference, composition and operation 2. Improved transparency (publish minutes where possible)						
	Appoint a City Architect • Consider appointing a City Architect to manage the qualitative design considerations for the precinct and work closely with the Design Review Panel						
POLICIES & FRAMEWORKS THAT DELIVER THE PROMISE	**Apply impact-based controls** 1. Instil an 'outcome-focused' approach to development approvals, especially around the edge of the ACP area in respect of overshadowing and visual privacy. 2. Consider opportunity for more discretion for individual circumstances only with agreement by neighbours 3. Recognise the impact of overshadowing and accordingly treat the southern side of the ACP area differently to the north in managing changes in intensity	X					

	CANNNG BRIDGE ACTIVITY CENTRE PLAN (CBACP)	CBACP REVIEW	COMPLIANCE / MGT / RESOURCES	TRANSPORT STRATEGY	DESIGN REVIEW PROCESS	PLACE / COMMUNITY NEEDS BLUEPRINT	POS STRATEGY
POLICIES AND FRAMEWORKS THAT DELIVER THE PROMISE	**Re-shape and diversify medium density** • Advocate to apply the new Medium Density Code within Canning Bridge H4 areas.	X					
	Review set-back provisions • Review and include provision for greater setbacks (side + front) in areas of acknowledged suburban character	X					
	COMPLIANCE, MANAGEMENT + RESOURCES						
	Improve accountability, create trustworthy data and enable key stakeholders to be able to judge success 1. Reassess infill targets against dwellings delivered 2. Establish a Metrics and Reporting Framework for Canning Bridge (that incorporates social value + economic data) 3. Examine further opportunities for greater transparency in the process 4. Establish a Community Reference Group	X	X				
	Resourcing and skill training 1. Approvals team (ensure appropriate capacity and skills) resources (Design Quality) 2. Compliance (capacity)		X				
	Enforce compliance 1. Better enforcement of Construction Management Plans including amenity impacts (such as dust, noise, hours of operation), and recognition of additional resources required to manage its emerging City Centre areas 2. Enforce construction parking provisions of Construction Management Plans 3. Quality of outcome is critical: ensure design quality, finishes and designs as approved are implemented before issue of certificate of occupancy. 4. Enforce compliance of community benefit provision, deliver benefits or in-kind contribution in first stage of development where possible		X				
	Cross-functional and integrated, place-led approach • Public Works Program is aligned to the Place and Community Needs Blueprint, and delivered via a cross functional team, incorporating scheduled and additional works proposed		X				

CREDITS

Page 18-19

Debra Hughes-Hallett, Indigenous history of the Swan and Canning rivers: Swan River Trust / Curtin University Student Placement, June 2010.

Indigenous History - Wireless Hill: Photo credit: Chelle Fisher - Down Under Discoveries

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Commercial Office - https://static.connect.media/www.connect.media/wp-content/uploads/2019/05/west_leland_james_building_portland1.png

Dedicated Parking - https://worldarchitecture.org/authors-links/cpefp/sculptural-cladding-in-wembley.html

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Employment Hub - https://propane.com/for-my-business/commercial-buildings-and-construction/

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Recreation / Entertainment – Odyssea Beach Café Photo Credit: Duncan Wright

Celebrate Heritage - https://museumofperth.wordpress.com/perths-aboriginal-history/

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https://socialvalueuk.org

Institute of Civil Engineers, Maximising Social Value from Infrastructure Projects, June 2020 (www.usefulprojects.co.uk)







Canning Bridge Activity Centre Plan Revision Document

This document provides an explanation of the modifications proposed in the Updated Canning Bridge Activity Centre Plan. It shows the tracked text changes and provides a rationale for each amendment.

This document is explanatory only, in the event of any inconsistency the draft ACP issued for advertising by Council resolution prevails.

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Version Control

Amendment No.	Summary of Amendment	Amendment Type	Date of approval by City of Melville	Date of approval by City of South Perth	Date of endorsement by WAPC
1	Updates from H4 review	Minor	11 December 2016	24 April 2018	12 June 2018
2	Updates from second H4 review	Minor	19 March 2019	23 April 2019	19 August 2019
3	Q1 and Q2 maximum height bonus in M10	Minor	27 November 2019	24 March 2020	7 April 2020
4	Element 22.1.10 modification	Minor	18 February 2020	24 March 2020	9 June 2020
5	Introduction of Parts 3 and 4 of R-Codes Vol. 2 and other built form changes to Q3, Q4 and Q5	Minor	21 April 2020	25 February 2020	22 September 2020
6	Various changes to controls for Q1 and Q2 as a result of Activity Centre Plan review	Major	TBC	TBC	TBC

Disclaimer

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The Canning Bridge Activity Centre Plan was prepared by GHD under the direction of the Canning Bridge Activity Centre Plan Project Working Group.

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Executive Summary

The Canning Bridge Activity Centre Plan (CBACP) area is less than 8km from the Perth CBD, with direct road, public transport, walking and cycling access. This Activity Centre Plan has been prepared to provide a guide to development of the CBACP area, an area recognised as an 'activity centre' under the Western Australian Planning Commission's State Planning Policy 4.2: Activity Centres for Perth and Peel. The study area comprised the area generally considered a convenient walkable distance from the Canning Bridge bus and rail interchange which is located at the junction of the Canning Highway and Kwinana Freeway.

It is proposed that the CBACP area will comprise a mix of residential, civic, office, retail and entertainment uses against the backdrop of the Swan and Canning Rivers and the adjacent open space. The CBACP area comprises land within both the City of Melville and the City of South Perth and includes a substantial area of the river.

The CBACP establishes a foundation for the future of the area including objectives and goals for its ongoing development, guidelines for the style of built form which is expected, and an implementation framework for orderly improvements to infrastructure and land over time.

This Activity Centre Plan has been prepared by the Western Australian Planning Commission, Department of Planning, City of Melville, City of South Perth, Department of Transport, Public Transport Authority and Main Roads WA as a joint initiative to progress long term planning for the Canning Bridge Activity Centre Plan area.

The following table comprises a summary of key CBACP information:

Canning Bridge Activity Centre Plan Key Information

Population

Population in 2016	Population in 2031	Population in 2051
approx. 3,800	approx. 12,000	approx. 24,000

Dwellings

Dwellings in 2016	Dwellings in 2031	Dwellings in 2051	Gross dwelling density per hectare in 2031	Gross dwelling density per hectare in 2051
approx. 1,900	approx. 6,000	approx. 12,000	37	74

Employment

Employment in 2016	Employment in 2031	Employment in 2051
approx. 1,700	approx. 2,400	approx. 7,900

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Legend

- Mixed Use
- Residential
- Public Open Space
- Canning Bridge Activity Centre Plan Boundary
- Public Spaces
- Kwinana Freeway
- Canning Highway
- Manning Road
- Linking Pathways
- Pedestrian Crossing
- Landmark Building
- Transport Hub

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Part One: Implementation Section

1 Activity Centre Plan Area

This Activity Centre Plan shall apply to the land contained within the inner edge of the line denoting the Activity Centre Plan boundary on the CBACP map (Figure 1).



Canning Bridge Activity Centre Plan

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2 Activity Centre Plan Content

The Canning Bridge Activity Centre Plan (CBACP) comprises;

Part One – Implementation section and

Part Two – Explanatory section

Appendices – Technical reports, plans, maps and supporting documents.

Part One includes only the Activity Centre Plan map and design guidelines.

Part Two of the CBACP is used as a reference guide that provides the background, design basis and intent of the CBACP to support the implementation of Part One.



Canning Bridge Activity Centre Plan Quarters

3 Activity Centre Plan Objectives

The CBACP has been prepared based on the Guiding Principles, Objectives and Goals identified in this Section.

3.1 Canning Bridge Activity Centre Plan Guiding Principles

The CBACP is guided first and foremost by the Canning Bridge Precinct Vision Statement:

'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. The area will be recognised by its unique location, its integrated mix of office, retail, residential, recreational and cultural uses that create areas of excitement, the promotion of its local heritage and as a pedestrian friendly enclave that integrates with the regional transport networks while enhancing the natural attractions of the Swan and Canning Rivers'

3.2 Canning Bridge Activity Centre Plan Objectives

State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP 4.2) provides a clear indication of the objectives for activity centres. Those policy objectives have been adapted for the CBACP and are underpinned by specific goals which set the benchmark for the CBACP area.

The CBACP area objectives are:

1. Meet district levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community.
2. Support the activity centre hierarchy as part of a long-term and integrated approach to the development of economic and social infrastructure.
3. Support a wide range of retail and commercial premises and promote a competitive retail and commercial market.

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4. Increase the range of employment within the CBACP area and contribute to the achievement of sub-regional employment self-sufficiency targets
5. Increase the density and diversity of housing in and around the CBACP to improve land efficiency, housing variety and affordability and support the facilities in the area.
6. Ensure the CBACP area provides sufficient development intensity and land use mix to support and increase high frequency public transport.
7. Maximise access to and through the CBACP area by walking, cycling and public transport while reducing private car trips.
8. Plan development in the CBACP area around a legible street network and quality public spaces.
9. Concentrate activities, particularly those that generate steady pedestrian activation, within the CBACP area.

3.3 Canning Bridge Activity Centre Plan Goals

The following goals communicate the expectations for the CBACP area. They support the Guiding Principles and Objectives of the CBACP by providing a basis for assessing the success of the CBACP over time and present the broad intent for the CBACP area.

Consultation

G1 The community continues to be involved in implementation for the CBACP area, through online information and local news. Specific planning applications will be communicated to affected landowners, and the City of Melville and the City of South Perth will have a combined Design Advisory Group which will include representatives from each Council that consider the quality and contribution of all new development.

Place activation

G2 The local character, function and strength of each unique 'Quarter' (see Section 7) will be built upon in the implementation of the CBACP. Local events, such as fresh produce and hawkers markets and concerts, will be encouraged and enabled and the CBACP area will be known as a place to work, live and visit.

G3 Q6 will be a vibrant hub for passengers moving freely and safely between transport types and enjoying the adjacent parklands and river front. The journey to and from Q6 will be comfortable and memorable.

Built Form

G4 The CBACP area will be a demonstration of quality architecture with a strong focus on built form and public space interaction, providing multiple accommodation, commercial and employment opportunities.

G5 The CBACP area will be welcoming to all members of the community and will provide a range of accommodation and recreation options for the variety of cultures, socio-economic groups and age groups which live, work and play in the area.

Innovation

G6 Developers will be encouraged to provide innovative spaces and places that will benefit the whole community, including areas to access views, Civic uses, open space, recreation and entertainment.

Accessibility

G7 The CBACP area will be developed with consideration of safe, efficient, and universal access to, through and within the diverse activities and facilities of the area.

Sustainability

G8 The CBACP area will be a model for the development of greener buildings, more efficient transport usage, and more sustainable lifestyle options. The local residential community will be encouraged to work in the area or travel via public transport to work and public open spaces will be encouraged horizontally and vertically throughout.

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A

Previous Text:

Not yet commenced

Rationale:

Reflects update to planning framework

B

Previous Text:

[None]

Rationale:

Reflects planning applications received by local and state government

Crime Prevention

G9 G9 The CBACP area will be active and vibrant and the community who frequent it will feel safe and secure. Design of buildings, spaces and services will contribute to its safe enjoyment at all times of the day and night.

Environment

G10 Development of CBACP area responds to its excellent natural attributes, making best use of the river and its adjacent areas for community enjoyment and ongoing education about the local environment.

Staging and implementation

G11 Staging of development is considerate of the community impacts of development over time, including transition from lower to higher density development and provision of necessary community infrastructure.

G12 The CBACP area develops sensitively and carefully over time to ensure that the benefits of development are realised by all members of community.

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4 Interpretation and Scheme Relationship

The current statutory framework in place for the CBACP area comprises the City of Melville Local Planning Scheme No 6 (LPS6) and the City of South Perth Town Planning Scheme No 6 (TPS6). In addition, the CBACP is within the Metropolitan Region Scheme. All policies of the City of Melville, City of South Perth and Western Australian Planning Commission apply to this Activity Centre Plan.

This CBACP has been prepared in accordance with the State Planning Policy 4.2 Activity Centres for Perth and Peel (2010) and the WAPC's Activity Centre Plan Preparation Guidelines (2012).

The definitions of terms and expressions used in this document shall have the same meaning as set out in Section 8 - Interpretations.

4.1 Implications

The CBACP has implications for the Metropolitan Region Scheme and the local planning schemes for the City of Melville and the City of South Perth, as outlined in Table 1.

	Stages	Status	Approval Authority
Planning studies / processes	MRS Amendment	Not yet commenced	Western Australian Planning Commission; Minister for Planning
	Developer contribution scheme	Not yet commenced	Cities of Melville and South Perth; Western Australian Planning Commission; Minister for Planning
Development Control	TPS Amendments	A Local Planning Strategy gazetted April 2016	Cities of Melville and South Perth; Western Australian Planning Commission; Minister for Planning
	Development applications and subdivisions	B Ongoing	Cities of Melville and South Perth; Development Assessment Panels

Table 1 Statutory Implementation Pathway

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This Activity Centre Plan shall come into operation when it is endorsed by each of the Councils of the City of Melville and the City of South Perth, and the Western Australian Planning Commission (WAPC). Implementation of the CBACP shall be via a range of Metropolitan Region Scheme and Local Planning Scheme Amendments, along with various infrastructure projects.

4.1.1 Amendments to the Metropolitan Region Scheme

In order to accommodate multi-modal transport along Canning Highway through the CBACP area, road widening will be required, and to progress the road widening, the Metropolitan Region Scheme (MRS) will require amendment.

The MRS is a State Government managed document and the WAPC is responsible for all amendments to the MRS, which require WAPC endorsement and also need Parliamentary approval. The local government may formally request the amendment; however it does not manage the amendment process.

The amendment will require detailed consideration by Main Roads Western Australia (MRWA), Department of Transport (DoT) and the Public Transport Authority (PTA).

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4.1.2 Amendments to the local planning schemes

City of Melville Local Planning Scheme No 6

Local Planning Scheme No. 6 (LPS6) recognises the Q1 and Q2 quarters as subject to the CBACP, zoning the land "Centre" (with a C2 notation indicating District Centre), and assigning a code of R-AC0.

Provisions in LPS6 provide for the assessment of development proposals using the CBACP as a due regard document. The objectives of the "Centre" zone as it relates to the CBACP are also articulated in Clause 16 of LPS6.

LPS6 is informed by the City's Local Planning Strategy (as endorsed by the Minister), and is subject to periodic review and amendments, with the support of the City of Melville and the approval of the Minister.

City of South Perth Town Planning Scheme No 6

TPS6 zones the majority of the Q3, Q4 and Q5 Quarters for low to medium density development, with the exception of small pockets – such as the Mount Henry Tavern site – identified for "Highway Commercial" to a density of R80.

TPS6 sets development requirements and does not provide discretion for built form within the CBACP area.

The scheme does not include provisions for the adoption of a Activity Centre Plan to provide guidance for land use. Current operation of TPS6, therefore, does not enable development of the area in accordance with the CBACP. As such, a Scheme Amendment is required to TPS6 to include the introduction of Activity Centre Plan provisions. Until such time as TPS6 is amended to include Activity Centre Plan provisions, the CBACP (once endorsed) will be considered a policy of Council.

A

Previous Text:

Local Planning Scheme No. 6 (LPS6) zones the majority of the Q1 and Q2 quarters as District Centre and Residential (Canning Bridge Frame) at a density of R50.

LPS6 includes provisions related to encouraged land uses, maximum plot ratio, and car parking, however allows discretion in relation to development requirements prescribed. LPS6 does not include provisions for the adoption of a Activity Centre Plan to provide guidance for land use. A current Scheme Amendment is in progress to incorporate Activity Centre Plan provisions, to enable the Activity Centre Plan and associated design guidelines to provide a statutory basis for the exercise of discretion under LPS6. Until such time as LPS6 is amended to include Activity Centre Plan provisions, the CBACP (once endorsed) will be considered a policy of Council.

Additional review of the proposed Scheme Amendment may result in the need to permit additional uses within LPS6. Uses not listed in LPS6, such as small bars, should be included in the zoning table to facilitate this form of development in appropriate locations and ensure that the CBACP and LPS6 are aligned.

Rationale:

Reflects updates to planning framework

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A

Previous Text:

It is very important to note that a detailed planning design is currently being undertaken for the section of Canning Highway between Glenelg Street and Henley Street which runs through the CBACP area. In the interim, and so that new development does not restrict the implementation of the planned widening and broader use of Canning Highway, a Planning Control Area has been placed over the Canning Highway corridor, effectively requiring a greater setback than that which is currently required by the MRS for Canning Highway. The Planning Control Area will be made redundant at such time as the full MRS amendment is gazetted.

Rationale:

Reflects Planning Control Area imposed over these streets, and the risk associated with poor planning of Canning Highway expansion

B

Previous Text:

Upon endorsement the CBACP will be considered as a policy of the relevant local authority. The Council shall have due regard to the Design Guidelines (Requirements) in Section 7 when making decisions on development applications within the CBACP area. Upon finalisation of the necessary Scheme Amendments, provisions relating to the Activity Centre plan will be reflected in LPS6 and TPS6.

Rationale:

Reflects that the ACP is now operational and part of the planning framework

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4.1.3 Special Consideration Areas

Canning Highway

It is very important to note that a detailed planning design is currently being undertaken for the section of Canning Highway between Glenelg Street and Henley Street which runs through the CBACP area. In the interim, and so that new development does not restrict the implementation of the planned widening and broader use of Canning Highway, a Planning Control Area has been placed over the Canning Highway corridor, effectively requiring a greater setback than that which is currently required by the MRS for Canning Highway.

Similarly, detailed design for Canning Highway and associated streets in Q1 and Q2 (Sleat Road, Kintail Road, Forbes Road) is subject to a Planning Control Area. The design and implementation of enhancements to Canning Highway will result in direct and indirect impacts on Q1 and Q2 which need to be considered both within the planning framework and future economic impacts on the precinct.

Planning Control Areas will be made redundant at such time as the full MRS amendment is gazetted.

Cassey Street

The future bus station is located on a raised structure in Q6. Long term connectivity (for public transport only) of the bus station is being designed currently, with a view to providing a Freeway overpass for bus movements which will join into Cassey Street. The levels and grades have not yet been determined, but it is expected that there will be a difference in level between the overpass as it ties in to Cassey Street and the existing road.

It is recommended that a Development Control Area be established for those lots which are immediately adjacent to Cassey Street and all lots between Cassey Street and Canning Highway to the south. Once the detailed design of this future overpass is complete, a detailed design for this precinct will be required.

In principle, development of those lots which abut Cassey Street would be well served by providing parking facilities at the existing ground level and having first floor development addressing a new overpass/busway. The overpass could be designed to complement adjacent buildings.

B

5 Operation

With its endorsement, the CBACP is considered as a policy of the relevant local authority. The Council shall have due regard to the Design Guidelines (Requirements) in Section 7 when making decisions on development applications within the CBACP area.

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6 Land Use and Development

Land use and development shall be in accordance with the guiding principles, objectives and goals set out in the CBACP and more specifically in the Guidelines set out in Section 7.

In keeping with contemporary planning practice and state government stipulations, and to ensure that the development within the CBACP area is of a high quality and standard, a Design Review Panel has been convened to provide professional advice on the design aspects of proposed development. It is mandatory that development applications for all new development in the Mixed Use Zones and major alterations and additions be considered by the Design Review Panel. Minor residential development, minor alterations and additions and change of use applications may not require consideration by the Design Review Panel where the proposal is in line with the Requirements and/or Desired Outcomes of the Guidelines.

All applications considered by the Design Review Panel will require the submission of a development application to the relevant local government for assessment and approval. It should be noted that the Design Review Panel is not a decision maker as defined by the CBACP.

It should be noted that many applications will be approved by a Joint Development Assessment Panel (JDAP) due to the scale of the developments proposed in the CBACP area. As the local government still undertakes the preliminary assessment and consultation of JDAP applications (and noting that local governments may "call in" assessments and recommendations to JDAP), consideration by the Design Review Panel will still be required.

The Design Review Panel process and recommendations is subject to local government oversight and may be subject to scrutiny by the Council.

6.1 Interpretations

Where a term or expression is used that is not included in the LPS6 or TPS6 or State Planning Policy 7.3 Residential Design Codes, the interpretation of that term or expression shall be as defined in Section 8.

6.2 Developer Contributions

Roles and responsibilities for provision of infrastructure – including transport, services, and community infrastructure – is complex within infill redevelopment projects such as the CBACP area. Development within the CBACP requires upgrading of both local and regional infrastructure; the demand for these infrastructure upgrades will result from both development within and external to the CBACP area.

The potential to 'levy' major development proposals within the CBACP area in order to build up a fund for public infrastructure can in principle be implemented through a Development Contribution Plan (DCP) – through local planning schemes. This tool can coordinate the sharing of the cost of common infrastructure between developing landowners across the CBACP area. Infrastructure would include local transport infrastructure and local services infrastructure along with public realm and public open space investment (community infrastructure items).

In practice, further investigation into the applicability of a DCP is required before confirming preparation of a DCP under both LPS6 and TPS 6. Contemporary planning practice suggests alternative approaches may be more applicable in an infill context, given the administrative costs and funding commitments required by Council using such a mechanism.

Alternatively, special area rates could be applied to land within the CBACP area, relative to the development rights of specific lots. This would then be applied to include both current and future owners and users who would benefit from the infrastructure. This would have the effect of levying lots at a similarly equitable rate to a DCP as well as providing greater certainty of the availability of capital funding for infrastructure development.

A

Previous Text:

Land use and development shall be in accordance with the guiding principles, objectives and goals set out in the CBACP and more specifically in the Guidelines set out in Section 7.

To ensure that the development within the CBACP area is of a high quality and standard, it is recommended that a Design Advisory Group be formed to provide professional advice on the design aspects of the building. It will be mandatory that development applications for all new development in the Mixed Use Zones and major alterations and additions be considered by the Design Advisory Group.

Residential development, minor alterations and additions and change of use applications may not require consideration by the Design Advisory Group where the proposal is in line with the Requirements and/or Desired Outcomes of the Guidelines.

Terms of Reference will be prepared to guide the role and function of the Group, including the delegation levels for development in the various Zones.

All applications considered by the Design Advisory Group will require the submission of a development application to the relevant local government for assessment and approval. It should be noted that the Design Advisory Group is not a decision maker as defined by the CBACP.

It should be noted that many applications will be approved by a Development Assessment Panel (DAP) due to the scale of the developments proposed in the CBACP area. As the local government still undertakes the preliminary assessment and consultation of DAP applications, consideration by the Design Advisory Group will still be required.

It should be noted that existing approvals which may have been granted up to and including the date that the CBACP is endorsed shall be considered acceptable, notwithstanding that they may no longer be considered a preferred land use or development under the CBACP Design Guidelines.

Rationale:

Clarifies the role of the Design Review Panel, JDAP and Council in assessment of proposals.

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A

Previous Text:

[None, additional section]

Rationale:

Procedural inclusion. Complies with standard requirements of structure plans, providing clear guidance for when additional information will be required.

Reflects Councillor desire for certainty and transparency in implementation and delivery.

B

Previous Text:

[None, additional section]

Rationale:

Complies with standard requirements of structure plans to provide some commentary on staging. In this instance it, reflects that the land is in fact already fragmented into individual landowners and precinct-wide staging is difficult to plan for spatial staging (and that, due to there being no infrastructure constraints, there is no need from an infrastructure perspective to do so)

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6.3 Studies and Plans Required

Within Q1 and Q2, the following studies and plans may be required by the local government to provide certainty in considering and managing key issues associated with a proposed development and to ensure high quality development within the ACP area. Local governments may make these plans publicly available where appropriate to do so. Local governments will monitor implementation of these plans.

Item Required	Stage At Which Required	Approval Authority
Local Development Plan	Prior to Development Approval	City of Melville
Noise Impact Assessment	With Development Approval	City of Melville
Transport Impact Assessment	With Development Application	City of Melville
Heritage Impact Assessment	With Development Application	City of Melville
Landscape Management Strategy	With Development Application	City of Melville
Waste Management Plan	With Development Application	City of Melville
Landscape Plan	Condition of development approval	City of Melville
Stormwater Management Plan	Condition of development approval	City of Melville
Parking Management Plan	With Development Application	City of Melville
Tree Management Plan	Commencement of Site Works	City of Melville
Construction Management Plan	Prior to Commencement of Site Works	City of Melville

Table 2 Additional Information

B

6.4 Staging

The Activity Centre Plan guides development for an established activity centre in an infill context. On this basis, and with highly fragmented ownership, staging of development is piecemeal and not spatially restricted. Similarly, the existing infrastructure does not represent a constraint for further development of the ACP area in the near future. However overall development of the ACP area, occurring on an incremental basis, will be regularly monitored to ensure any infrastructure or other demands are accounted for in forward planning for the precinct.

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7 Design Guidelines

This Section of the CBACP is to be read in the context of Part 2 – Explanatory Section, which provides the background, guiding principles, objectives and goals behind many of the requirements located herein.

In addition, this Section of the CBACP can be read and should be made available to the community as a separate document by each of the Councils.

Introduction

The concept of design guidelines for the Canning Bridge Activity Centre Plan (CBACP) was first introduced in the preparation of the Canning Bridge Precinct Vision. Both the City of Melville and the City of South Perth, as well as the broader community, have high expectations for the built form and amenity of the CBACP area as it develops over time. These Design Guidelines (the Guidelines) provide the framework for the quality expected within the centre.

The Guidelines apply to the entirety of the area within the CBACP boundary, being the Mixed Use and Residential areas, as illustrated in Figure 1 Canning Bridge Activity Centre Plan and Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones.

The Guidelines have been developed to support the City of Melville and the City of South Perth to encourage the development of a vibrant community.

Development proposed within the area shall be considered against the Objectives, Desired Outcomes and Requirements within this document, and in accordance with the process identified in Division One of this document.

Where applicable, the definitions of terms and expressions used in this document are included in the Interpretations section of these Guidelines.

Vision Statement

'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. The area will be recognised by its unique location, its integrated mix of office, retail, residential, recreational and cultural uses that create areas of excitement, the promotion of its local heritage and as a pedestrian friendly enclave that integrates with the regional transport networks while enhancing the natural attractions of the Swan and Canning Rivers'



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Previous Text:

Existing ACP Map

Rationale:

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

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Figure 1 Canning Bridge Activity Centre Plan

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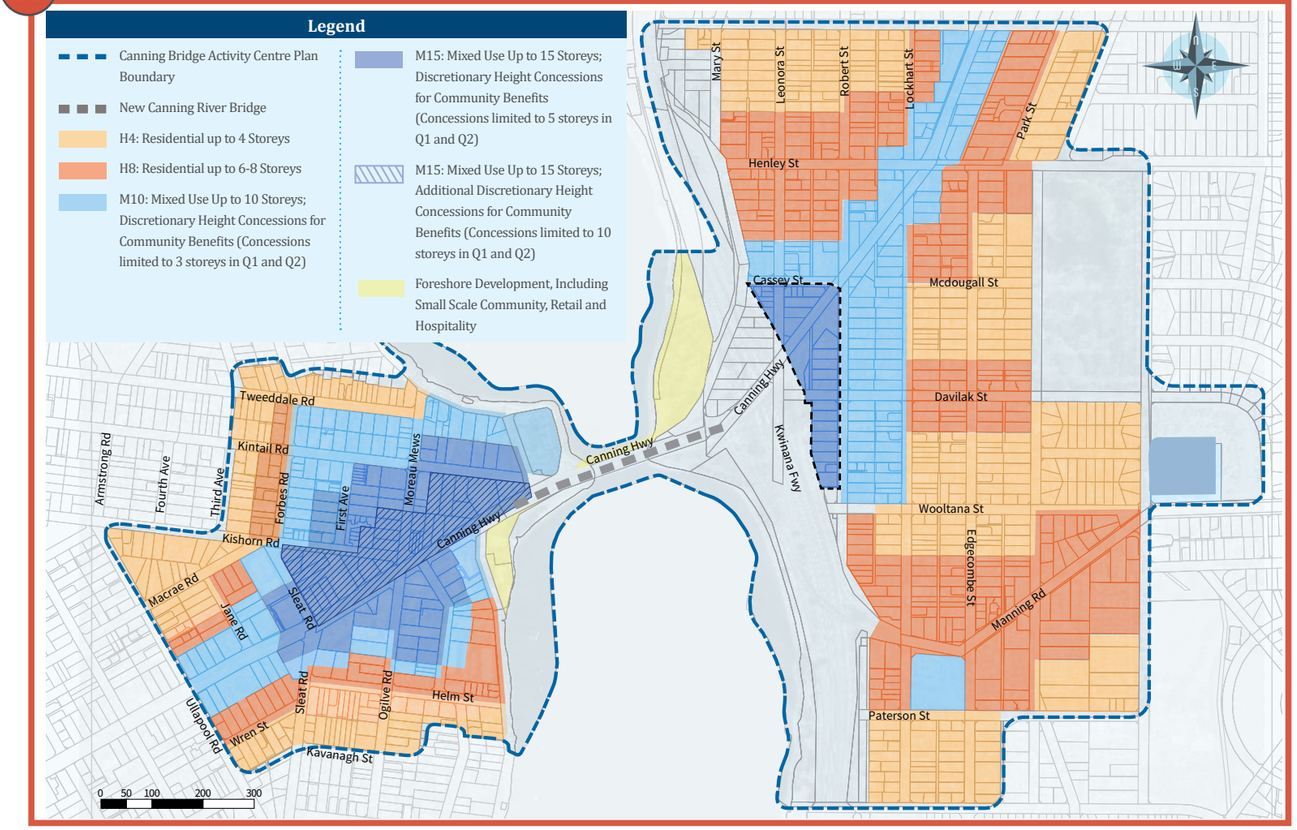


Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones

A

Previous Text:

Existing ACP Heights Plan

Rationale:

The Heights Plan changes are designed to:

- Reduce development pressure south of Canning Highway, where the transport network is becoming constrained
- Cluster activity more around the "heart" of the community
- Take pressure of "edge" sites and reduce negative impact on areas around the ACP area
- Transition from M10 to H8 where possible, avoiding a larger step-down
- Recognise the movement, exposure and activity on Forbes and Sleat Roads likely with the closure of Kintail and Canning Beach Roads intersection with Canning Highway
- Ensure infill targets can still be demonstrably met
- Maximum height in "M15 (Additional Bonus)" area limited to 25 storeys maximum (10 storeys additional). Modified in Council resolution to advertise ACP.
- Capped bonus heights
  - M10: up to 10 storeys + 3 (maximum concession)
  - M15: up to 15 storeys + 5 (maximum concession)
  - M15 (hatched zone): up to 15 storeys + 10 (maximum concession)

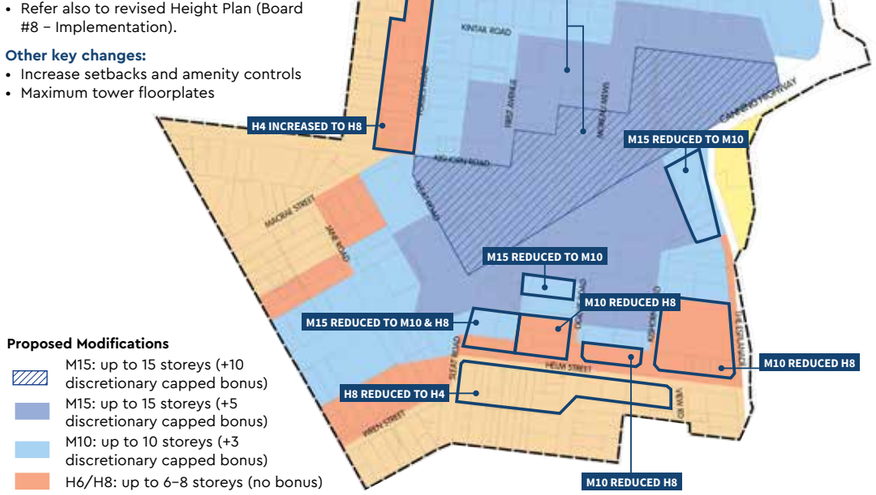
Current controls allow unlimited discretionary height bonuses in the M10 and M15 areas.

Height reduced by:

- Capped bonus heights (M10 + M15)
- Counting mezzanines as storeys
- Refer also to revised Height Plan (Board #8 – Implementation).

Other key changes:

- Increase setbacks and amenity controls
- Maximum tower floorplates



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Previous Text:

[None, additional plan]

Rationale:

Provides clarity and precision for mid-block changes in development controls.

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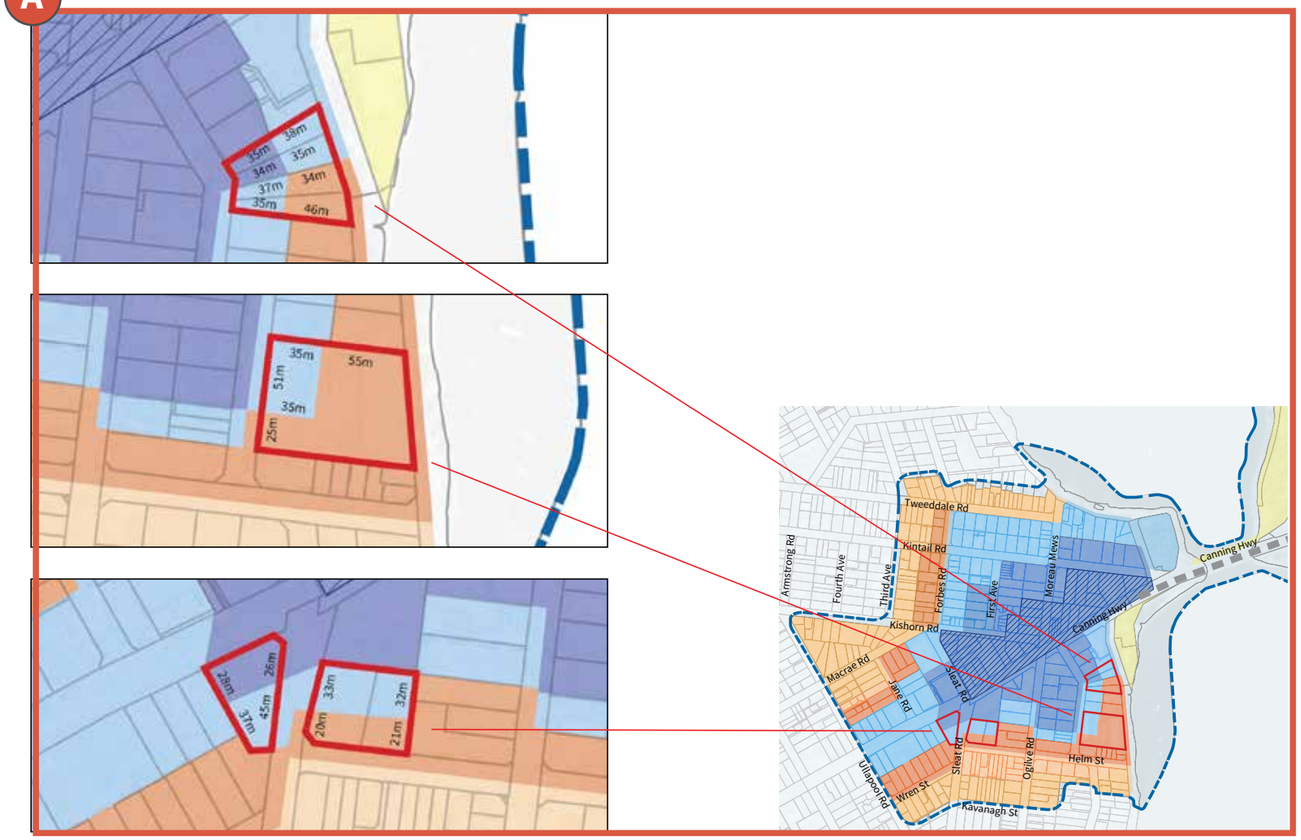


Figure 2a Canning Bridge Activity Centre Plan Detailed Zoning Insets

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Figure 3 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones

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Previous Text:

[None, additional graphic]

Rationale:

Provides physical layout of ground floor active, mixed and residential frontages; inherent element of decoupling heights controls from ground floor activity. Applies only to City of Melville quarters.

Each frontage has specific controls and stipulations throughout the Design Guidelines in Part 1, to comprehensively connect ground plane design, activation, land use, and public realm, using all these factors to deliver a strong unified character to the precinct.

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Canning Bridge Activity Centre Plan Design Guidelines - Division One

Operation

The CBACP Design Guidelines (the Guidelines) apply to all the land which is identified within the CBACP boundary.

Upon endorsement the CBACP will be considered as a policy of the relevant local authority. The Council shall have due regard to the Guidelines when making decisions on development applications within the CBACP area.

These Guidelines will be made available at the offices of the relevant Local Government at all times and shall be made public on the relevant Local Government websites.

Structure

Division One of these Guidelines provides the basis upon which these Guidelines form part of the statutory framework of the City of Melville Local Planning Scheme No. 6 and the City of South Perth Town Planning Scheme No 6. Division Two comprises the design provisions being the criteria for assessing design within the centre.

Purpose

The Guidelines have been developed to support the City of Melville and the City of South Perth to encourage the development of a vibrant community in accordance with the Vision Statement for the CBACP area.

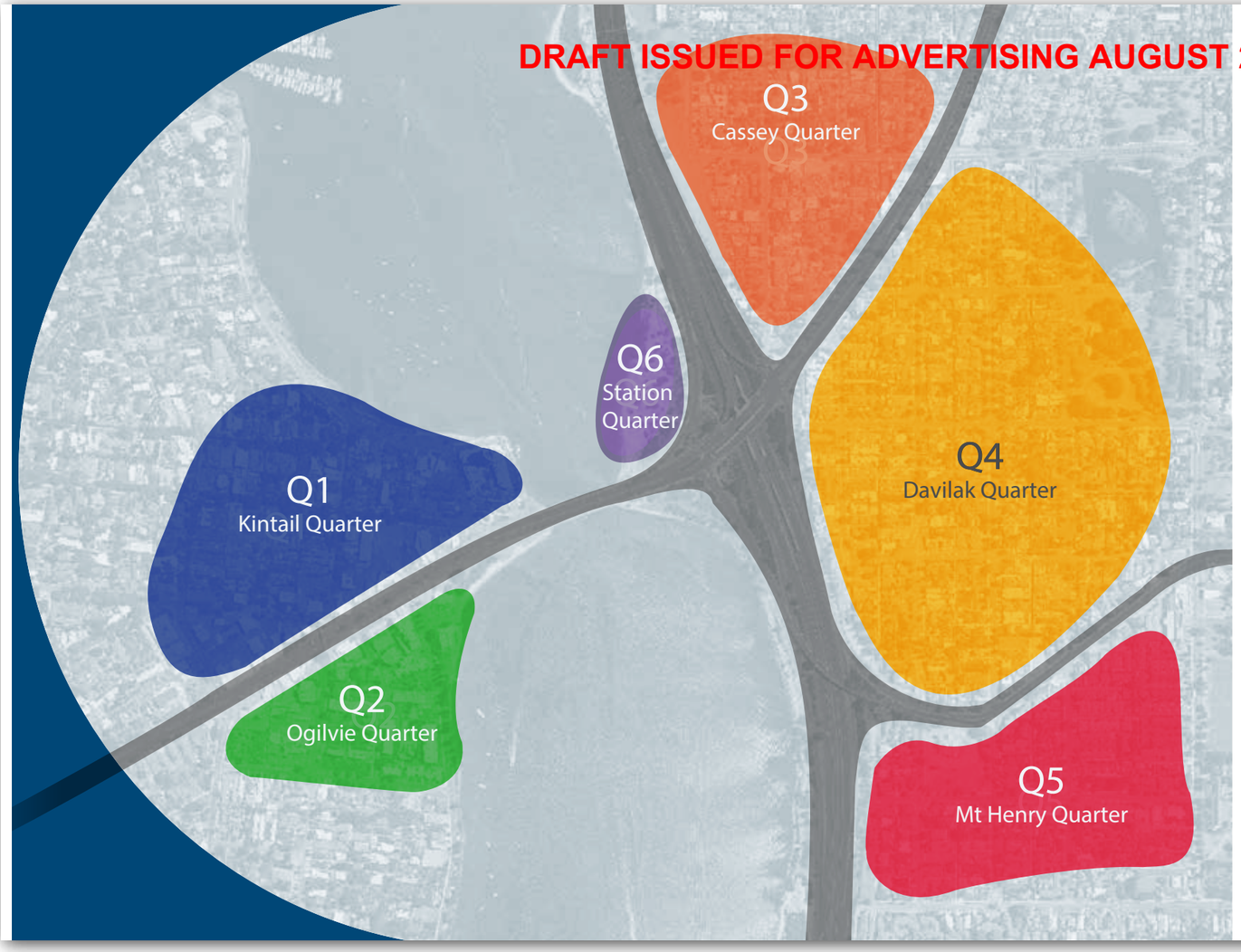
The Guidelines seek to enable the following:

1. The local character, function and strength of each unique 'Quarter' (see Figure 4) will be celebrated in the implementation of the CBACP.
2. The CBACP area will be a demonstration of quality architecture with a strong focus on built form and public space interaction, providing a variety of accommodation, commercial and employment opportunities.
3. The CBACP area will be welcoming to all members of the community and will provide a range of accommodation and recreation options for the variety of cultures, socio-economic groups and age groups which live work and play in the area.
4. Developers will be encouraged to provide innovative spaces and places that will benefit the whole community, including areas to access views, Civic uses, open space, recreation and entertainment.
5. The CBACP area will provide for safe, efficient, and universal access to, through and within the diverse activities and facilities of the CBACP area.
6. Design will be encouraged to be responsive to the size and geometry of the various development sites and to the strategic expectations of the adjacent street and pedestrian networks

Figure 4 The Canning Bridge Activity Centre Plan Quarters

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Approval

The process for seeking a planning approval within the CBACP area is illustrated in the process flowchart in Figure 5.

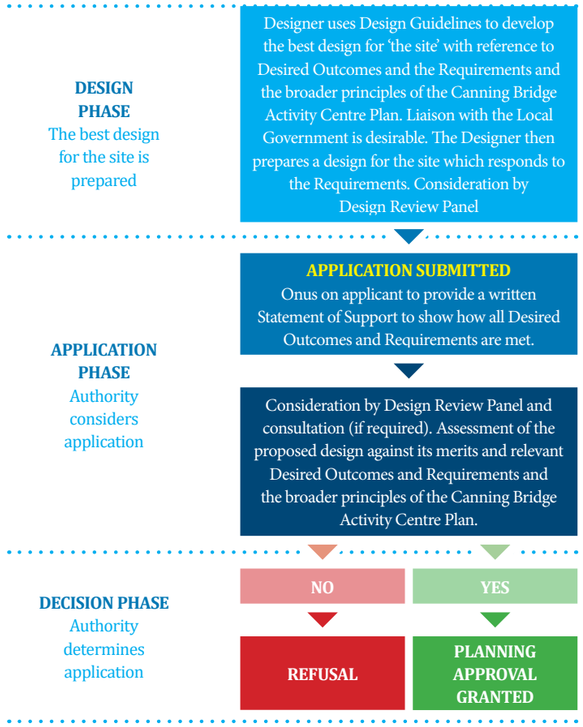


Figure 5 Planning Approval Process

Related Documents

State Planning Policy 7.3 – Residential Design Codes

The purpose of State Planning Policy 7.3 (Residential Design Codes, or the R-Codes) is to provide a comprehensive basis for the control of residential development throughout Western Australia. The R-Codes are intended to cover all requirements for planning control purposes and to minimise the need for councils to introduce separate planning policies or variations to these matters.

As enabled by the R-Codes, the CBACP Design Guidelines have been established as an alternative to the requirements of the R-Codes within the CBACP area.

The R-Codes do not apply in part or in whole to the CBACP area except where specifically referred to either below or in the Requirements of the Plan.

Within the ACP area, the provisions of Parts 3 & 4 (only) and Elements 2.6 and 2.7 of the State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (R-Codes Vol. 2) shall apply to residential development. Where the CBACP provides a more specific design outcome/requirement than the R-Codes, the provisions of the CBACP shall prevail.

The following elements are not augmented by the Elements of the CBACP and therefore are to apply in full;

- 3.1 Site Analysis and Design Response; and,
- 4.2 Natural Ventilation, 4.3 Size and Layout of Dwellings, 4.11 Roof Design, 4.13 Adaptive Reuse, and 4.18 Utilities.

Other Legislation

Nothing in these Guidelines excludes or infers any limitation on any other Legislation or Act which may apply to development of land including the Heritage Act 2018.

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Canning Bridge Activity Centre Design Guidelines – Division Two

The CBACP presents a Vision for the area which is significantly different from the existing built form of the area. This change is proposed to occur over a 40 year period, however, it is considered critical to the successful growth of the area that design be exemplary and seek to reflect best practice technology and treatments to create a truly world class place – a place which matches its truly world class physical location.

Division Two is structured around 5 components of design consideration and 1 additional component, being:

- Land Use;
- Site Planning and Built Form;
- Public Spaces;
- Parking and Servicing;
- Safety and Security; and
- Bonus Provisions.

Each Requirement within the Guidelines represents the quantitative criteria against which a development will be designed and assessed. Each Requirement is complemented by a Desired Outcome which represents the qualitative principles against which the decision maker exercises its judgment to determine the proposal.

The Requirements are each numbered, and the Desired Outcomes are each given a related 'DO' number. When providing a written Statement of Support for development applications, applicants are encouraged to refer to the relevant Requirement and/or Desired Outcome when providing design commentary. The Desired Outcomes are based upon the Guiding Principles, Objectives and Goals of the CBACP

There are 5 Zones considered within the CBACP area as per Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones. These are identified for the purposes of these Guidelines as follows:

Land Use, Built Form and Zones Plan Legend	Maximum Height applied in metres	Guidelines Naming Reference
Mixed Use up to 15 stories	Maximum Mixed Use up to 48 metres in height	M15
Mixed Use up to 10 stories	Maximum Mixed Use up to 32 metres in height	M10
Residential 6-8 stories	Maximum Residential Use up to 26 metres in height	H8
Residential up to 4 stories	Maximum Residential up to 16 metres in height (14 metres in Q1 & Q2)	
Civic	To be determined on a case by case basis	Civic

It should be noted that the graphics used are not designed to reflect the exact built form being proposed. It is intended that developers and architects will design buildings to respond to the many unique and individual sites within the centre.

A

Previous Text:

Maximum Residential up to 16 metres in height

Rationale:

Reflects heights anticipated by four storey development, particularly noting definition of mezzanine in Q1 and Q2

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Furthermore, the CBACP area comprises 6 quarters. Each quarter is unique in its existing attributes, and the future vision of each quarter is to be a distinctive part of the larger CBACP area. For that reason, land use provisions are quite specific to these quarters. The quarters are identified in these Guidelines as follows:

Quarter Name	Quarter area	Guidelines Naming Reference
Kintail Quarter	Within the CBACP area, north of Canning Highway in the City of Melville	Q1
Ogilvie Quarter	Within the CBACP area, south of Canning Highway and in the City of Melville	Q2
Cassey Quarter	Within the CBACP area, north of Canning Highway in the City of South Perth	Q3
Davilak Quarter	Within the CBACP area, south of Canning Highway and north of Manning Road in the City of South Perth	Q4
Mt Henry Quarter	Within the CBACP area, south of Manning Road in the City of South Perth	Q5
Station Quarter	Within the CBACP area and on the River foreshore in the City of South Perth	Q6

Element 1 - Land Use

Objective - To reinforce the CBACP as a vibrant and high use area, where employment and accommodation options are plentiful and varied.

The character of each of the Quarters is discussed within the CBACP – Part Two. Building on this, the Guidelines provide preferred land uses which respond to the expected development of the Mixed Use areas, although other uses are not precluded.

This section applies to the relevant Quarters as shown in Figure 4 and indicated in the relevant Requirement of Table 3.

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Table 3 Land Use

Element	Desired Outcomes	Requirements
Land Use	**DO 1.1** Q1 will be the premier retail and entertainment destination within the CBACP area, and will contain the identifiable "heart" of the Canning Bridge precinct within the City of Melville. Retail, entertainment and food and beverage outlets are encouraged at the ground floor, visually interacting with pedestrians, cyclists and vehicle passers-by. Office spaces are strongly encouraged on all levels above the ground floor in M15 and M10. Residential opportunities in the M15 and M10 area will be in apartment style and are encouraged in all buildings above the third floor. Ground floor uses within the Residential zone will generally remain as residential only to establish an appropriate buffer between the centre and the surrounding suburb. For Quarters 1 & 2, ground floor land uses should complement the frontage types stipulated in Figure 3: Frontage Types (Active, Mixed or Residential)	**Preferred Land Uses** 1.1 Q1 – Ground Floor Uses 1.1.1 Active Frontage Type - Restaurant, Small Bar, Cinema/Theatre, Hotel, Holiday Apartment, Holiday Accommodation, Serviced Apartment, Office, Shop, Fast Food Outlet, Retail, Educational Establishment, Civic Uses 1.1.2 Mixed Frontage Type - Restaurant, Small Bar, Office, Shop, Tourist Accommodation, Holiday Apartment, Holiday Accommodation, Serviced Apartment, Reception Centre, Retail, Educational Establishment, Civic Uses, Consulting Rooms, Medical Centre, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public 1.1.3 Residential Frontage Type - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home Occupation, Home Office 1.2 Q1 – Uses for all Storeys other than Ground Floor 1.2.1 M15 Zone - Restaurant, Small Bar, Cinema/Theatre, Hotel , Office, Tourist Accommodation, Holiday Apartment, Serviced Apartment, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Civic Uses, Consulting Rooms, Public Parking, Child Care Premises, Home Occupation, Home Office, Medical Centre, Public Amusement, Recreation - Private 1.2.2 M10 Zone - Restaurant, Small Bar, Hotel, Mixed Development, Office, Tourist Accommodation, Holiday Apartment, Serviced Apartment, Reception Centre, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Civic Uses, Consulting Rooms, Public Parking, Home Occupation, Home Office 1.2.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Recreation - Private, Recreation – Public, Home Occupation, Home Office 1.3 Q1 – Single Dwellings. Single dwellings whilst not preferred land uses may be considered by the decision maker, subject to development being to a minimum height of 2 storeys and the applicant satisfactorily demonstrating the ability of the dwelling to be converted to a more intensive development at a later date

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A

Previous Text:

DO 1.1

Q1 will be the premier retail and entertainment destination within the CBACP area. Retail, entertainment and food and beverage outlets are encouraged at the ground floor, visually interacting with pedestrians, cyclists and vehicle passers-by.

Office spaces are strongly encouraged on all levels above the ground floor in M15, and from the ground floor up in M10.

Residential opportunities in the M15 and M10 area will be in apartment style and are encouraged in all buildings above the third floor.

Uses within the Residential zone will remain as residential only to establish an appropriate buffer between the centre and the surrounding suburb.

Rationale:

Headline objectives for land use in Kintail Quarter. Reflects identified need for a community heart, a focus of activity away from Canning Highway (i.e. to be pedestrian friendly, economically appealing and high amenity)

Provides specific reference to frontage types in Figure 3 as guidance for land use and activation

B

Previous Text:

Preferred Land Uses

1.1 Q1 – Ground Floor Uses

1.1.1 M15 Zone - Restaurant, Small Bar, Cinema/ Theatre, Hotel, Shop, Fast Food Outlet, Retail, Educational

Establishment, Civic Uses

1.1.2 M10 Zone - Restaurant, Small Bar, Office, Shop, Tourist Accommodation, Reception Centre, Retail,

Educational Establishment, Civic Uses

1.1.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling,

Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home

Occupation, Home Office

Rationale:

Ground floor uses tied to frontage type rather than height, a key element of decoupling height types with activity and ground floor character. In general, previous M15 is not Active, previous M10 is Mixed and previous H4 + H8 are Residential.

Land uses, built form and activation at ground level can then be linked to street type, delivering a unified approach to character for the precinct based on a joint contribution from public and private land.

C

Previous Text:

1.2 Q1 – Uses for all Storeys other than Ground Floor

1.2.1 M15 Zone - Restaurant, Small Bar, Cinema/ Theatre, Hotel, Office, Shop, Tourist Accommodation,

Retail, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential

Building, Educational Establishment, Civic Uses, Consulting Rooms, Public Parking, Child Care Premises,

Convenience Store, Home Occupation, Home Office, Medical Centre, Public Amusement, Recreation -

Private

1.2.2 M10 Zone - Restaurant, Small Bar, Hotel, Mixed Development, Office, Shop, Tourist Accommodation,

Reception Centre, Retail, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom

Dwelling, Residential Building, Educational Establishment, Civic Uses, Consulting Rooms, Public Parking,

Convenience Store, Home Occupation, Home Office

1.2.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling, Single

Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home Occupation,

Home Office

Rationale:

In keeping with the decoupling of height and activity in the ACP, most more active (non-residential) uses notionally included as preferred above ground uses have been removed to focus activity on the ground plane and contribute more to the street.

This will also reduce potential impacts on amenity on upper floors.

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Element	A Desired Outcomes	Requirements
1. Land Use	**1.2** As the 'business' Quarter of the CBACP area, Q2's excellent connectivity will attract businesses seeking to take advantage of the natural amenity of the Quarter and the surrounding residential population for their workforce. With recognised parking and traffic constraints, offices are encouraged here with small scale cafes and services such as delis encouraged to support the office workforce and the residential population, provided transport and traffic matters can be managed, ideally at a strategic level. Offices will be encouraged above ground level in M10 and M15, and in active and mixed frontage types within Q2. Uses within the Residential zone will remain as residential only to establish an appropriate buffer between the centre and the surrounding suburb, given the limited distance between Canning Highway and the southern boundary of the ACP area in Q2. For Quarters 1 & 2, ground floor land uses should complement the frontage types stipulated in the ACP (Active, Mixed or Residential)	**Preferred Land Uses** B 1.4. Q2 – Ground Floor Uses 1.4.1 Active Frontage Type - Restaurant, Small Bar, Cinema/Theatre, Hotel, Holiday Apartment, Holiday Accommodation, Serviced Apartment, Office, Shop, Fast Food Outlet, Retail, Educational Establishment, Civic Uses 1.4.2 Mixed Frontage Type - Restaurant, Small Bar, Office, Shop, Tourist Accommodation, Holiday Apartment, Holiday Accommodation, Serviced Apartment, Reception Centre, Retail, Educational Establishment, Civic Uses, Consulting Rooms, Medical Centre, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public 1.4.3 Residential Frontage Type - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home Occupation, Home Office 1.5 Q2 – Uses for all Storeys other than Ground Floor C 1.5.1 M15 Zone - Restaurant, Small Bar, Hotel, Holiday Apartment, Serviced Apartment, Office, Fast Food Outlet, Tourist Accommodation, Reception Centre, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Civic Uses, Consulting Rooms, Medical Centre, Child Care Premises, Educational Establishment, Home Occupation, Home Office, Public Amusement, Recreation - Private 1.5.2 M10 Zone - Restaurant, Small Bar, Hotel, Office, Fast Food Outlet, Tourist Accommodation, Holiday Apartment, Serviced Apartment, Reception Centre, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Consulting Rooms, Home Occupation, Home Office 1.5.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home Occupation, Home Office 1.6 Q2 – Single Dwellings. Single dwellings whilst not preferred land uses may be considered by the decisionmaker, subject to development being to a minimum height of 2 storeys and the applicant satisfactorily demonstrating the ability of the dwelling to be converted or staged to a more intensive development at a later date.

A

Previous Text:

As the 'business' Quarter of the CBACP area, Q2's excellent connectivity will attract businesses seeking to take advantage of the natural amenity of the Quarter and the surrounding residential population for their workforce.

Offices are strongly encouraged here with small scale cafes and services such as deli's encouraged to support the office workforce and the residential population.

Offices will be encouraged at all levels in M10 and M15, although more active frontages with cafes, restaurants or conferencing venues will be encouraged in the M15 zone at ground floor levels.

Uses within the Residential zone will remain as residential only to establish an appropriate buffer between the centre and the surrounding suburb

Rationale:

Need to acknowledge capacity constraints of Q2, particularly in respect of traffic. New land uses will be thoroughly vetted for individual and cumulative traffic impacts.

B

Previous Text:

Preferred Land Uses

1.4. Q2 – Ground Floor Uses

1.4.1 M15 Zone - Restaurant, Small Bar, Hotel, Shop, Office, Fast Food Outlet, Tourist Accommodation, Reception Centre, Civic Uses

1.4.2 M10 Zone - Restaurant, Hotel, Shop, Mixed Development, Office, Take-Away Food Outlet, Tourist Accommodation, Reception Centre, Convenience Store

1.4.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home Occupation, Home Office

Rationale:

Ground floor uses tied to frontage type rather than height, a key element of decoupling height types with activity and ground floor character. In general, previous M15 is not Active, previous M10 is Mixed and previous H4 + H8 are Residential.

Land uses, built form and activation at ground level can then be linked to street type, delivering a unified approach to character for the precinct based on a joint contribution from public and private land.

C

Previous Text:

1.5 Q2 – Uses for all Storeys other than Ground Floor

1.5.1 M15 Zone - Restaurant, Small Bar, Hotel, Shop, Office, Fast Food Outlet, Tourist Accommodation, Reception Centre, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling,Residential Building, Civic Uses, Consulting Rooms, Medical Centre, Child Care Premises, Convenience Store, Educational Establishment, Home Occupation , Home Office, Public Amusement, Recreation - Private

1.5.2 M10 Zone - Restaurant, Small Bar, Hotel, Shop, Office, Fast Food Outlet, Tourist Accommodation, Reception Centre, Multiple Dwelling, Aged or ependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Consulting Rooms, Home Occupation, Home Office

1.5.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home Occupation, Home Office

Rationale:

In keeping with the decoupling of height and activity in the ACP, most more active (non-residential) uses notionally included as preferred above ground uses have been removed to focus activity on the ground plane and contribute more to the street.

This will also reduce potential impacts on amenity on upper floors.

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Element	Desired Outcomes	Requirements
1. Land Use	**DO 1.3** Within Q3, both residential and office development will be encouraged in the M10 and M15 areas, although more focus on restaurant and incidental retail opportunities will be encouraged for the development of the ground floor in buildings along Cassey Street. This is particularly the case as Q3 is a key linkage through to Q6. Uses within the Residential zone will remain as residential only to establish an appropriate buffer between the centre and the surrounding suburb, although some appropriate scale non-residential uses may be considered along the edges of Olives Reserve.	**Preferred Land Uses** 1.7 Q3 – Ground Floor Uses 1.7.1 M15 Zone - Restaurant, Small Bar, Hotel, Shop, Fast Food Outlet, Tourist Accommodation, Educational Establishment, Civic Uses 1.7.2 M10 Zone - Restaurant, Hotel, Shop, Fast Food Outlet, Consulting Rooms, Convenience Store 1.8 Q3– Uses for all Storeys other than Ground Floor 1.8.1 M15 Zone - Restaurant, Small Bar, Hotel, Shop, Office, Fast Food Outlet, Tourist Accommodation, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Civic Uses, Consulting Rooms, Medical Centre, Public Parking, Home Occupation, Home Office, Recreation - Private 1.8.2 M10 Zone - Restaurant, Small Bar, Hotel, Shop, Office, Fast Food Outlet, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Consulting Rooms, Medical Centre, Home Occupation, Home Office, Recreation – Private, Convenience Store, 1.8.3 H4 and H8 Zone - Corner Store, Multiple Dwelling, Grouped Dwelling, Single House, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Recreation - Private, Recreation – Public, Residential Building, Home Occupation, Home Office

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Element	Desired Outcomes	Requirements
	DO 1.4 Q4 is a rejuvenated residential area with a vibrant local main street of local shops and employment. Both residential and office development will be encouraged in the M10 and M15 areas, although more focus on cafe and retail opportunities will be encouraged for the development of the ground floor in buildings along Davilak Street between the Freeway and Edgecombe Street. Uses within the Residential zone will remain as residential only to establish an appropriate buffer between the centre and the surrounding suburb, although some appropriate scale non-residential uses may be considered along the residential edges of Davilak Street.	**Preferred Land Uses** 1.9 Q4 – Ground Floor Uses 1.9.1 M15 Zone - Restaurant, Small Bar, Hotel, Shop, Fast Food Outlet, Tourist Accommodation, Educational Establishment, Civic Uses 1.9.2 M10 Zone - Restaurant, Shop, Fast Food Outlet, Consulting Rooms, Convenience Store 1.10 Q4 – Uses for all Storeys other than Ground Floor 1.10.1 M15 Zone - Restaurant, Small Bar, Hotel, Shop, Fast Food Outlet, Tourist Accommodation, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Civic Uses, Consulting Rooms, Medical Centre, Public Parking, Home Occupation, Home Office, Recreation - Private 1.10.2 M10 Zone - Restaurant, Small Bar, Hotel, Shop, Office, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Consulting Rooms, Medical Centre, Home Occupation, Home Office, Recreation - Private 1.10.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Single House, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Corner Store, Recreation - Private, Recreation – Public, Residential Building, Home Occupation, Home Office
	DO 1.5 Q5 will be characterised by quiet residential streets. The residential nature of the area will dominate the land uses, although the Mt Henry Tavern site is a notable exception. Ground floor development which interfaces with the street will be encouraged at that site	**Preferred Land Uses** 1.11 Q5 – Ground Floor Uses 1.11.1 M10 Zone - Restaurant, Hotel, Local Shop, Mixed Development, Office 1.12 Q5 – Uses for all Storeys other than Ground Floor 1.12.1 M10 Zone - Restaurant, Small Bar, Hotel, Shop, Office, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Home Occupation, Home Office, Recreation - Private 1.12.2 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Single House, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Corner Store, Recreation - Private, Recreation – Public, Residential Building, Home Occupation, Home Office

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(cont.)

Element	Desired Outcomes	Requirements
1. Land Use	**DO 1.6** Q6 will comprise a number of civic and recreational alternatives. Interfaces with public transport interchange, nearby commercial development and adjacent properties will all be considered in the development of this land (it is noted that much of this development will be undertaken by Government entities. High quality design and thoughtful interface is still expected). Uses which can establish a primary Civic use will be supported.	**Preferred Land Uses** 1.13 Q6 – Ground Floor Uses 1.13.1 All areas - Restaurant, Civic Uses 1.14 Q6 – Uses for all Storeys other than Ground Floor 1.14.1 All areas - Restaurant, Office, Educational Establishment, Civic Uses
	DO 1.7 All Quarters will comprise a mix and variety of development. Housing should be diverse and affordable, with a mix of options in all areas. Innovative land uses which support the Desired Outcome of each Quarter will be encouraged.	1.15 Dwelling Diversity All development that contains ten (10) or more dwellings shall provide a minimum of 20% and a maximum of 50% of the dwellings as one (1) bedroom or studio dwellings, and shall provide a minimum of 40% of the dwellings as two (2) bedroom dwellings. Development shall be designed in accordance with Residential Design Codes Vol. 2 Element 4.8 and 4.9 in respect to dwelling mix and universal design. 1.16 Uses Not Listed Any use not listed in the relevant Clause pertaining to the relevant Quarter is not permitted unless the Council is satisfied that the use is consistent with the relevant Desired Outcomes for that Quarter. 1.17 Mixed Use Where mixed use development is proposed, buildings shall be designed in accordance with Residential Design Codes Vol. 2 Element 4.14

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A

Previous Text:

This section applies to all Quarters of the CBACP area. Where Requirements apply to a specific Zone indicated in Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones the Requirements of Table 2 Site Planning and Built Form refer to that Zone.

Rationale:

Inclusion of specific reference to Fig 3 (frontages plan) as a key driver of land use and built form for City of Melville sites.

This separate control of frontages allows a more aligned place outcome, with stronger representation of identity and character.

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Element 2 - Site Planning and Built Form

Objective - To reinforce the unique identity of the CBACP area by creating distinct street character, to form urban landmarks and urban vistas to key locations inside and outside the CBACP area

The character of a street resides in the buildings along the street and, more importantly; in their relationship to each other, the spaces and features provided by roof form and height and in streetscape elements such as trees, fences, signs, poles, wires, kerbs, pavements and their colours and textures.

It is desirable to ensure that the setback to buildings contributes to a distinct street character and that the form of multi-level development is sensitive to pedestrian scale. Additionally, new buildings that are setback from the street boundary could adversely affect the vibrancy and activity required to support a well-functioning area, so limiting setbacks is also desirable. Activation of all street frontages remains key, regardless of the level change, and there is an opportunity to take advantage of any ground level change to create innovative design and attractive spaces.

It will also be critical to ensure that building heights are consistent with the desired scale and built form of the CBACP area and provide good wayfinding and identification of the more densely developed Mixed Use areas. Facilitating 'Landmark' (iconic) development at key site locations and ensuring that built form takes full advantage of the development opportunity available is also important.

A

This section applies to all Quarters of the CBACP area. Where Requirements apply to a specific Zone indicated in Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones or Figure 3 Canning Bridge Activity Centre Plan Frontage Types (Quarters 1 & 2), the Requirements of Table 4 Site Planning and Built Form refer to that Zone.

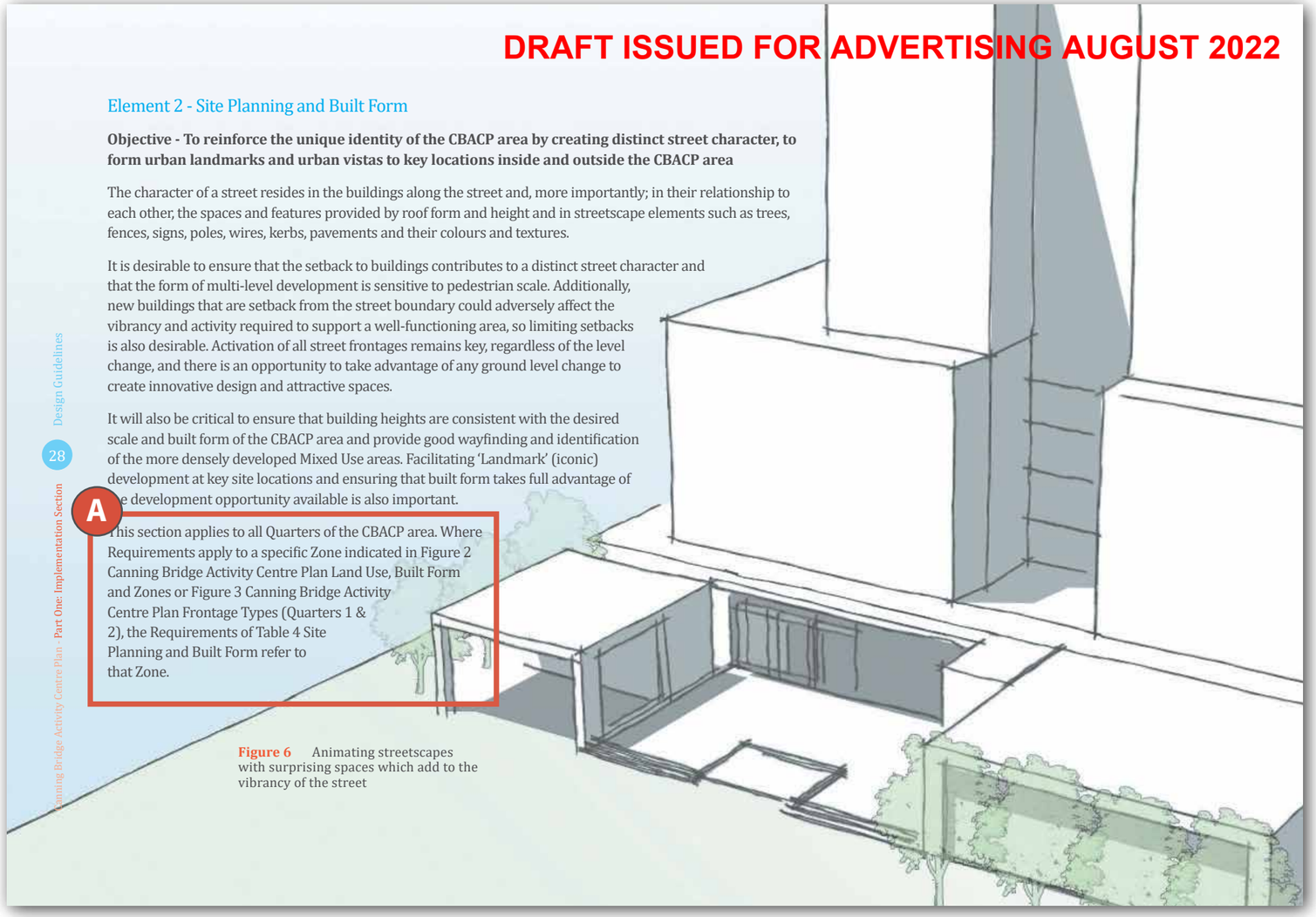


Figure 6 Animating streetscapes with surprising spaces which add to the vibrancy of the street

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Table 4 Site Planning and Built Form

Element	Desired Outcomes	Requirements
2. Form and Mass	**DO 2** Site planning should create attractive streetscapes which respond to human scale. Site planning should encourage a consistent frontage with variation in front setbacks to mark decision points (to support wayfinding), entrances and to allow for enjoyable and surprising spaces (see Figure 6). Site planning should encourage the development of adequate sites for certain building types and heights to ensure street frontages are appealing and not overly interrupted. Site planning should avoid buildings which do not relate to the street, create excessively bulky single elements or comprise of overly repetitive elements both within the development site and as it relates to the surrounding development. Guidance specific to Q1 and Q2 is provided in clause 2.7 below.	2.1 All development in M15 and M10 Zones in Q3, Q4, Q5 and Q6 shall provide a continuous urban edge to the street as per Figure 8. Any pedestrian or vehicular access points shall be designed to integrate with the development and not disrupt the street rhythm. 2.2 Development of any site for the purposes of a building which is greater than 32 metres in height (approximately 10 storeys), shall only be permitted where the land area comprises a minimum of 1800m2. Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development. 2.3 Development of any site for the purposes of a building which is greater than 20 metres in height (approximately 6 storeys), shall only be permitted where the land area comprises a minimum of 1200m2. Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development. 2.4 For Q3, Q4, Q5 and Q6, all development within the M15 or M10 Zones shall extend across the full street frontage/s of the lot for that part of the development which is part of the podium element (see Figure 8). 2.5 Development is encouraged which comprises active uses at podium levels or roof top spaces such as food and beverage outlets and open spaces which are accessible to the public. 2.6 Building depth designed in accordance with Residential Design Codes Vol. 2 Element 2.6.

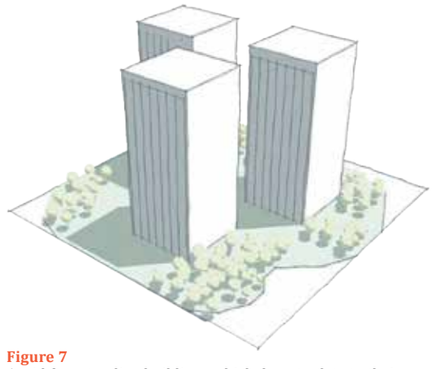


Figure 7
Avoid free standing buildings which do not relate to their recognised context

A

Previous Text:

Site planning should avoid buildings which do not relate to the street, create excessively bulky single elements or comprise

of overly repetitive elements both within the development site and as it relates to the surrounding development (see Figure 6 and Figure 7 and Figure 8).

Rationale:

Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders

B

Previous Text:

2.1 All development in M15 and M10 Zones shall provide a continuous urban edge to the street as per Figure 8. Any pedestrian or vehicular access points shall be designed to integrate with the development and not disrupt the street rhythm.

2.2 Development of any site for the purposes of a building which is greater than 32 metres in height (approximately 10 storeys), shall only be permitted where the land area comprises a minimum of 1800m2. Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development.

2.3 Development of any site for the purposes of a building which is greater than 20 metres in height (approximately 6 storeys), shall only be permitted where the land area comprises a minimum of 1200m2. Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development.

2.4 4 For Q3, Q4, Q5 and Q6, development within the M15 or M10 Zones shall extend across the full street frontage/s of the lot for that part of the development which is part of the podium element (see Figure 7).

2.5 Development is encouraged which comprises active uses at podium levels or roof top spaces such as food and beverage outlets and open spaces which are accessible to the public.

2.6 Building depth designed in accordance with Residential Design Codes Vol. 2 Element 2.6.

Rationale:

For Q1 + Q2, the requirement for integration of pedestrian and vehicular access into street frontage in clause 2.1 is inherently covered in the design review process, following the design principles of the R Codes Vol 2, and clauses 2.7.1 and 2.7.2.

Clause 2.6 introduces the requirement for building depth in accordance with the R Codes Vol 2. This provision achieves three objectives

(a)Improving residential environments by ensuring building depth allows natural light to penetrate into living areas in apartment complexes

(b)Improving external appearance of apartment buildings (complying with this requirement will lead to narrower and/or more articulated buildings, creating interest and reducing the impact of bulk and height)

(c)Providing greater compliance with state government guidance, where it aligns with local objectives and intended character

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A

Previous Text:

[No previous text]

Rationale:

Like many elements in the design guidelines, clause 2.7 provides a suite of controls applicable to Q1 + Q2. This approach has been undertaken to improve readability for all stakeholders and create a robust document structure.

Clause 2.7.1 confirms the connection of mass and form to the street type and intended land uses, including the continuity of street frontage, is as reflected in the frontages plan (Plan 3).

Clause 2.7.2 is designed to reinforce the pre-eminence of neighbour impacts in development, especially in H4 and H8 areas. The reference to overshadowing and visual privacy provides strong justification for serious scrutiny (by Council, JDAP and DRP) of neighbour impacts on a proposed development. This is in contrast to the limited (or specifically excluded) provisions for privacy and overshadowing in the previous ACP text.

Clause 2.7.3 proposes a maximum floorplate size to lock in a more slender tower form, reinforcing clause 2.6. The specific dimension of 900sqm is based on architectural and design advice and insights to ensure practicality, including an assumed width of 20m (allowing light penetration 9m in to each apartment and a 2m wide common corridor), and a length of 45m (allowing for 20m distance between front doors of apartments and a central fire escape stairwell). A slender built form will also enable more sunlight penetration to street level and view corridors between buildings and ground and (especially) upper levels.

Clause 2.7.4 provides plot ratio controls to directly control the mass and bulk of buildings. The settings for the plot ratio are deliberately tight, so that building envelopes (set by height limits and setbacks) do not completely fill with plot ratio. This enables

a. More “breathing space” for buildings within building envelopes to allow for individual design flair and interest in the skyline
b. More slender buildings, creating wider view corridors, less apparent bulk, and more sunlight reaching street level
c. Flexibility so that irregular shaped sites (i.e. non-rectangular sites) can develop to a similar standard of other lots, without seeking development concessions and variations contrary to the intended character of Canning Bridge
d. More generally for proposed developments to design in accordance with the intended character of the precinct without impediment

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Element	Desired Outcomes	A Requirements

Within Q1 and Q2 the following stipulations also apply:

2.7.1 The relationship to the street environment, ground floor land uses and between buildings, particularly at the lower floors and ground plane, is guided by Figure 3, Frontage Types.

2.7.2 Mass and form for any sites abutting the ACP boundary will be primarily driven by their impact on neighbouring properties outside of the ACP area. Specifically, controls for overshadowing and visual privacy are considered to have primacy and shall not be exceeded except with the written consent of the owner(s) of the affected property/ies.

2.7.3 Tower floorplates shall be limited in size to 900sqm

2.7.4 The following plot ratio limits apply for development within each Zone, unless bonuses are being sought under Elements 21 and 22 of the ACP:

Zone	Maximum Plot Ratio
H4	0.8
H8	1.9
M10	2.7
M15	4.0



Figure 8 Active and continuous frontage



Figure 9 Mixed Frontage



Figure 10 Residential Frontage

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Element	Desired Outcomes	Requirements
3. Heights	**DO 3** To ensure that building heights are consistent with the desired scale and built form of the centre and to ensure that the interface between Zones is appropriately managed and the amenity of property both within and adjacent to the CBACP is adequately considered. Applicants are encouraged to provide variation in scale, bulk and form along the streetscape. Where an applicant proposes heights greater than those identified in these requirements the applicant may choose to have the development assessed against the Requirements of Element 21 and Element 22 of these Guidelines. Guidance specific to Q1 and Q2 is provided clause 3.9 below *NB: Building Height is defined in the Interpretation Section of these Guidelines.*	3.1 Maximum building heights shall be in accordance with Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones Land Use, Built Form and Zones Plan, noting the minimum site area requirements of Clause 2.2 and 2.3. 3.2 For buildings in the M15 Zone, notwithstanding the 15 storey height limit, no building shall exceed 48 metres above NGL. For buildings in the M10 Zone, notwithstanding the 10 storey height limit, no building shall exceed 32 metres above NGL. For Q3, Q4, Q5 and Q6, podiums which are developed in the M15 and M10 Zones shall be a minimum of 7 metres above NGL and shall not exceed 13.5 metres above NGL. 3.4 Nothing in Clause 3.2 precludes the consideration of a bonus height allowance as provided for in Element 21 and Element 22. 3.5 For buildings in the H8 Zone, notwithstanding the 8 storey height limit, no building shall exceed 26 metres above NGL. For buildings in the H4 Zone, notwithstanding the 4 storey height limit, no building shall exceed 14 metres above NGL in Q1 or Q2, or 16 metres above NGL in Q3, Q4 or Q5. Notwithstanding the above, buildings in the H4 zone in Q3, Q4 or Q5, may be developed up to a maximum of 6 storeys (building height of 20 metres above NGL) where the site area comprises a minimum of 1,200 square metres. 3.6 Where the street has a change in NGL which would impact the height of one part of the building based on the NGL and maximum height at another part of the building, design shall respond to the fall of the land providing grade changes and varying building heights relevant to the overall building height at each point. Notwithstanding Clause 3.5, for Q3, Q4, Q5 and Q6 any H8 Zoned development which is immediately adjoining to the property boundary of a H4 Zoned site shall be designed to reduce impact to the adjoining property by being limited to a building height of 20 metres for that part of the development within 5 metres of the property boundary. The setback of the building can comprise balconies and terraces with open roofed structures.

A

Previous Text:

Where an applicant proposes heights greater than those identified in these requirements the applicant may choose to have the development assessed against the Requirements of Element 21 and Element 22 of these Guidelines, NB: Building Height is defined in the Interpretation Section of these Guidelines.

Rationale:

Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders

B

Previous Text:

3.3 Podiums which are developed in the M15 and M10 zones shall be a minimum of 7 metres above NGL and shall not exceed 13.5 metres above NGL.

3.7 Notwithstanding Clause 3.5, any H8 Zoned development which is immediately adjoining to the property boundary of a H4 Zoned site shall be designed to reduce impact to the adjoining property by being limited to a building height of 20 metres for that part of the development within 5 metres of the property boundary. The setback of the building can comprise balconies and terraces with open roofed structures.

Rationale:

Clauses 3.3, 3.7 and 3.8 worded to apply to City of South Perth Quarters only (Qs 3-6), for Q1 + Q2 these matters are controlled separately by clause 3.9.

C

Previous Text:

For buildings in the H8 Zone, notwithstanding the 8 storey height limit, no building shall exceed 26 metres above NGL. For buildings in the H4 Zone, notwithstanding the 4 storey height limit, no building shall exceed 16 metres above NGL. Notwithstanding the above, buildings in the H4 zone in Q3, Q4 or Q5, may be developed up to a maximum of 6 storeys (building height of 20 metres above NGL) where the site area comprises a minimum of 1,200 square metres.

Rationale:

As per Table on page 21

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A

Previous Text:

3.8 Notwithstanding Clause 3.5, any H8 Zoned development which is immediately across the road from a H4 Zoned site shall be designed to reduce undue impact on the residential street by being limited to a building height of 20 metres for that part of the development within 5 metres of the street boundary. The setback of the building can comprise balconies and terraces with open roofed structures.

(Clause 3.9 – additional clause)

Rationale:

Clause 3.9

- Reduced podium height maxima (and with it, the sense of bulk directly on the street from unduly large podia)
- Provides clarity for the definition of mezzanine in keeping with community expectations and closing a perceived loophole (definition of mezzanine is modified accordingly for Q1 +Q2 – refer page 55)
- Provides basic controls to manage building interfaces between H8 + H4 land, somewhat enhancing protections for H4 zoned land

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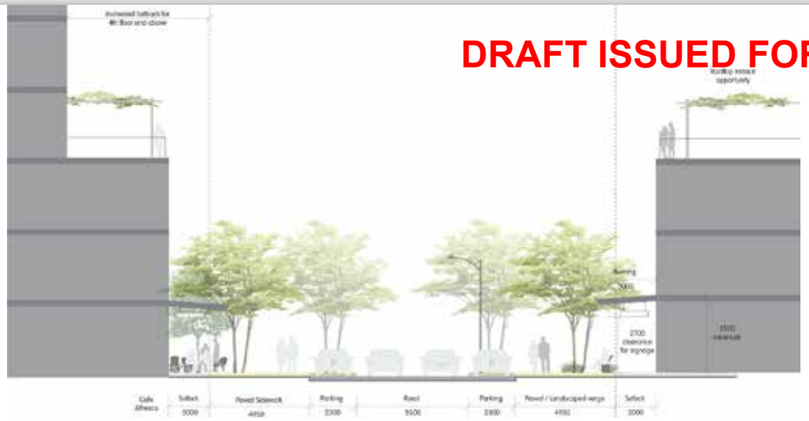


Figure 11 Creating an intimate public realm without being imposing at the pedestrian scale

Element	Desired Outcomes	Requirements
		A Notwithstanding Clause 3.5, for Q3, Q4, Q5 and Q6 any H8 Zoned development which is immediately across the road from a H4 Zoned site shall be designed to reduce undue impact on the residential street by being limited to a building height of 20 metres for that part of the development within 5 metres of the street boundary. The setback of the building can comprise balconies and terraces with open roofed structures. 3.9 Within Q1 and Q2 the following stipulations also apply: 3.9.1 Podiums which are developed shall not exceed 10 metres in height above NGL 3.9.2 Notwithstanding applicable height controls in metres, any mezzanine in a proposed development shall be counted as a storey 3.9.3 Notwithstanding Clause 3.5, any M15, M10 or H8 Zoned development which is immediately adjoining to the property boundary of a H4 Zoned site shall be designed to reduce impact to the adjoining property by being limited to a building height of 20 metres for that part of the development within 6 metres of the property boundary. The setback of the building can comprise balconies and terraces with open roofed structures. 3.9.4 Notwithstanding Clause 3.5, any M15, M10 or H8 Zoned development which is immediately across the road from a H4 Zoned site shall be designed to reduce undue impact on the residential street by being limited to a building height of 20 metres for that part of the development within 6 metres of the street boundary. The setback of the building can comprise balconies and terraces with open roofed structures.

This document is explanatory only, in the event of any inconsistency the draft ACP issued for advertising by Council resolution prevails.

(cont.)

Element	Desired Outcomes	Requirements
4. Street Setbacks	**DO 4** To ensure that the setback to buildings contributes to a distinct street character and that the form of multi-level development is sensitive to pedestrian scale. Podiums will provide an opportunity for creating a diversity of scale and form at lower levels, whilst taller elements are encouraged with setbacks comprising rooftop terraces and gardens at varying levels throughout development. Alternative means to reduce bulk and scale such as green walls and façade articulation are also encouraged. New buildings that are setback from the street boundary should not adversely affect the vibrancy and activity required to support the expected outcomes of the CBACP by creating unnecessary breaks in active frontages as per Figure 8. Guidance specific to Q1 and Q2 is provided in clause 4.10 below	4.1 For Q3, Q4, Q5 and Q6, all development in M15 and M10 Zones shall address the street with a minimum of 2 storeys of podium level development in accordance with the height Requirements of Clause 3.3. All development including and above the fourth floor of the development is to be setback from the primary and secondary streets a minimum of 5 metres from the property boundary. 4.2 For Q3, Q4, Q5 and Q6, all development in M15 Zones shall have a minimum Nil and maximum 2 metre setback to street boundaries unless the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan. 4.3 Except where the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan (see Element 6), all development in the M10 Zone in Q3, Q4 and Q5 shall have a minimum of 3 metre and maximum 5 metre setback to street boundaries. 4.4 Notwithstanding anything in Clause 4.2 and 4.3, for Q3, Q4, Q5 and Q6, all development in the M15 and M10 Zones in Q3, Q4 and Q5 adjacent to Canning Highway shall comprise a minimum 3 metre depth colonnade fronting Canning Highway at nil setback. 4.5 All development within H8 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre front setback. 4.6 All development within H4 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre setback. 4.7 Development that proposes a variation to this setback by way of public spaces and plazas will be considered on its merit, where the development of appropriate public spaces/plazas is considered to contribute to the quality of the centre at that location. Figure 6 provides some illustration of how this may be achieved. 4.8 All development within the Q6 areas shall be assessed on its merit. 4.9 Where a street setback is required, the setback area shall be activated and/or landscaped. 4.10 Within Q1 and Q2 the following stipulations also apply: 4.10.1 All street setbacks shall be in accordance with frontage types stipulated in Figure 3, as follows: • Active frontages: Min 2 metres, may be varied to nil if justified by local streetscape context • Mixed frontages :Min 4 metres • Residential frontages : Min 6 metres

A

Previous Text:

New buildings that are setback from the street boundary should not adversely affect the vibrancy and activity required to support the expected outcomes of the CBACP by creating unnecessary breaks in active frontages as per Figure 7.

Rationale:

Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders

B

Previous Text:

4.1 All development in M15 and M10 Zones shall address the street with a minimum of 2 storeys of podium level development in accordance with the height Requirements of Clause 3.3. All development including and above the fourth floor of the development is to be setback from the primary and secondary streets a minimum of 5 metres from the property boundary as per Figure 9.

4.2 All development in M15 Zones shall have a minimum Nil and maximum 2 metre setback to street boundaries unless the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan.

4.3 Except where the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan (see Element 6), all development in the M10 Zone in Q1 and Q2 shall have a minimum 1.5 metre and maximum 3 metre setback to street boundaries and all development in the M10 Zone in Q3, Q4 and Q5 shall have a minimum of 3 metre and maximum 5 metre setback to street boundaries.

4.4 All development within H8 Zones in Q1 and Q2 shall have a minimum 2 metre and maximum 4 metre setback to street boundaries. All development within H8 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre front setback.

4.5 All development within H4 Zones in Q1 and Q2 shall have a minimum 3 metre setback to street boundaries. All development within H4 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre setback.

4.6 Development that proposes a variation to this setback by way of public spaces and plazas will be considered on its merit, where the development of appropriate public spaces/plazas is considered to contribute to the quality of the centre at that location. Figure 5 provides some illustration of how this may be achieved.

4.7 All development within the Q6 areas shall be assessed on its merit.

4.8 Where a street setback is required, the setback area shall be activated and/or landscaped.

4.9 Within H4 Zones (in Q1 and Q2) any structure located at roof level shall be setback a distance of 6 metres from the building edge at the front boundary.

Rationale:

Clauses 4.1 to 4.6 have removed references to Q1 + Q2 with relevant provisions replaced in clause 4.10. Previous clause 4.9 also moved in its entirety to clause 4.10 for legibility and clarity of provisions applicable to City of Melville land.

Front setback provisions for Q1 + Q2 designated by frontage type, not by permitted building height in keeping with focus on ground plane character. This ensures street type, land use and lower floors of buildings are complementary to present a cohesive public realm.

Street tree retention explicitly promoted in clause 4.10.2

This document is explanatory only, in the event of any inconsistency the draft ACP issued for advertising by Council resolution prevails.

A

Previous Text:

To provide a continuity of frontage at ground and podium levels to encourage activity whilst providing interest. To allow opportunities for tower elements to access sunlight, ventilation and view corridors throughout the area from and between multi-level developments. To ensure that development opportunities throughout the precinct are maximised. Developers should consider the amenity of the precinct by minimising overlooking and overshadowing of adjacent and adjoining properties through appropriate design response, supported by the setback provisions of this Element.

Rationale:

Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders

B

Previous Text:

5.1 Any new podium level development in the M15 or M10 Zone shall be built up to side boundaries, any adjoining right-of-way and may be built up to the rear boundary.

5.2 Notwithstanding Clause 5.1, where a pedestrian pathway has been identified within any development site, the development shall be required to address the pedestrian access way through active frontages and glazing as per Clause 9.2.

5.3 Tower elements for development in the M15 or M10 Zone shall be setback a minimum of 4 metres from side or rear boundaries so as to provide a minimum 8 metre separation between tower elements on adjoining lots as per Figure 10.

5.4 Notwithstanding Clause 5.3, two or more towers within a single development site in the M15 or M10 Zone shall be setback a minimum of 8 metres from one another.

5.5 Open sided balconies and roof terraces which are not within the structure of the building façade and do not add to the overall bulk of the building are allowed to extend into the side setback of development proposed in the M15 or M10 Zones.

5.6 Side and rear setbacks for all development within the H8 and H4 Zones shall be 3 metres for any lot which is less than or equal to 14 metres in width or shall be 3.5 metres for any lot which is greater than 14 metres in width but less than 16 metres in width or 4 metres for any lot which is equal to or greater than 16 metres in width. Setbacks do not apply to any eaves and sun shading devices.

5.7 Provisions of privacy and solar access and overshadowing do not apply within the CBACP area.

Rationale:

Clauses 5.1 and 5.3 to 5.6 have removed references to Q1 + Q2 with relevant provisions replaced in clause 5.9. Most notably the clause stating that solar access, privacy and overshadowing do not apply has been deleted, removing a significant loophole and ensuring amenity is protected in future development and for neighbours.

Clause 5.7 updated to reflect table on page 21

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(cont.)

Element	Desired Outcomes	Requirements
		4.10.2 Notwithstanding setback controls in clause 4.10.1, additional setbacks may be required to ensure the protection and retention of street trees 4.10.3 Within H4 Zones (in Q1 and Q2) any structure located at roof level shall be setback a distance of 6 metres from the building edge at the front boundary.
5. Side and Rear setbacks	**DO 5** To provide a continuity of frontage at ground and podium levels to encourage activity whilst providing interest. To allow opportunities for tower elements to access sunlight, ventilation and view corridors throughout the area from and between multi-level developments. To ensure that development opportunities throughout the precinct are maximised. Developers should consider the amenity of the precinct by minimising overlooking and overshadowing of adjacent and adjoining properties through appropriate design response, supported by the setback provisions of this Element. It will be noted that "continuity of frontage" within Q1 and Q2 is a desirable objective where active frontages have been identified in Figure 3 on page 16 of this document, and for frontages along Canning Highway. Guidance specific to Q1 and Q2 is provided in Clause 5.9 below.	5.1 Any new podium level development in the M10 Zone of Q3, Q4 and Q5 shall achieve an average side and rear setback of 4 metres unless the site has frontage to Canning Highway, in which case side and rear setbacks may be reduced to nil. Setbacks of podiums on sites without frontage to Canning Highway (in Q3, Q4 and Q5) shall give regard to how the podium structure contributes to the interface between development, improves access to sunlight, ventilation and the retention of mature trees in accordance with the Desired Outcome and as per Clause 11.5 5.2 Notwithstanding Clause 5.1, where a pedestrian pathway has been identified within any development site, the development shall be required to address the pedestrian access way through active frontages and glazing as per Clause 9.2. 5.3 In Q3, Q4 and Q5, tower elements for development in the M15 or M10 Zone shall be setback a minimum of 4 metres from side or rear boundaries and building separation distances to adjoining lot boundaries in accordance with Residential Design Codes Vol.2 Element 2.7 - Building separation. 5.4 Notwithstanding Clause 5.3, two or more towers within a single development site in the M15 or M10 Zone shall be setback from one another in accordance with Residential Design Codes Vol.2 Element 2.7 - Building Separation. 5.5 Open sided balconies and roof terraces which are not within the structure of the building façade and do not add to the overall bulk of the building are allowed to extend into the side setback of development proposed in the M15 or M10 Zones in Q1 and Q2. 5.6 For Q3, Q4, Q5 and Q6, side and rear setbacks for all development within the H8 and H4 Zones shall be 3 metres for any lot which is less than or equal to 14 metres in width or shall be 3.5 metres for any lot which is greater than 14 metres in width but less than 16 metres in width or 4 metres for any lot which is equal to or greater than 16 metres in width. Setbacks do not apply to any eaves and sun shading devices. 5.7 Building separation distances in the H8 and H4 zones in Q3, Q4 & Q5 shall be in accordance with Residential Design Codes Vol.2 Element 2.7 - Building separation. For buildings up to 4 storeys (14m in Q1 and Q2; 16m in Q3, Q4, Q5 and Q6) in height, buildings shall be separated from adjoining boundaries in accordance with Clause 5. 6 of this plan and (for all quarters within the ACP) Residential Design Codes Vol.2 Element 3.5 - Visual Privacy.

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Element	Desired Outcome	Requirements
5. Side and Rear setbacks		5.8 Within Q1 and Q2 the following stipulations also apply 5.8.1 Within H4 Zones any structure located at roof level shall be setback a distance of 2.5 metres from the building edge at the side and rear boundaries. 5.8.2 Tower elements for development in the M15, M10 or H8 Zone shall be setback a minimum of 6 metres from side or rear boundaries so as to provide a minimum 12 metre separation between tower elements on adjoining lots. 5.8.3 Podium elements shall be in accordance with frontage types stipulated in Figure 3, as follows: a) for the forward side setback, not more than 15 metres behind the proposed building line • Active frontages: Required 0 metres setback • Mixed frontages: Minimum 2 metres setback • Residential frontages: Minimum 6 metres setback or 20% of the lot width (whichever is lesser) b) for the balance of the side setback, more than 15 metres behind the proposed building line • Active frontages: Minimum 4 metres setback • Mixed frontages: Minimum 4 metres setback • Residential frontages: Minimum 6 metres setback or 20% of the lot width (whichever is lesser)

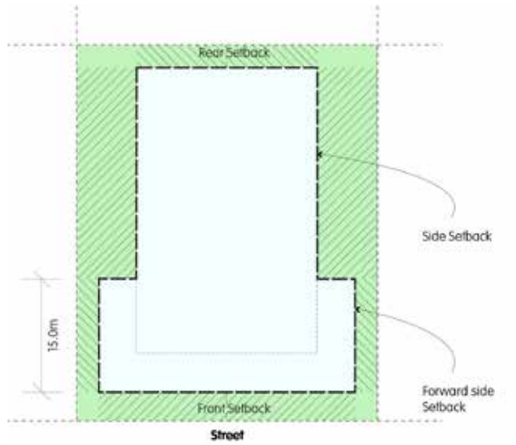


Figure 12

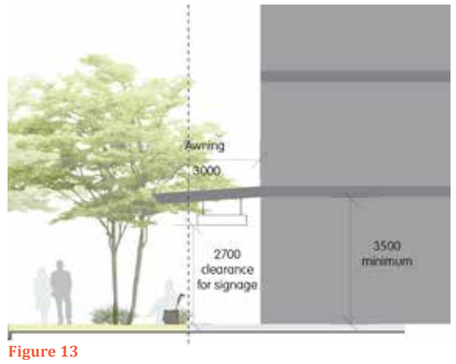


Figure 13

A

Previous Text:

5.9 Within H4 Zones (in Q1 and Q2) any structure located at roof level shall be setback a distance of 2.5 metres from the building edge at the side and rear boundaries.

Rationale:

Tower element setbacks in clause 5.8.2 established to provide sufficient separation and enshrine view corridors for the precinct

Clause 5.8.3 establishes contiguity of (or gaps between) buildings as identified by street and frontage type. This further complements activity, land use and street type. The forward side setback control is used to ensure sufficient space between buildings at the rear of lots even if street frontage is contiguous, and to reinforce intended streetscape character

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Previous Text:

[No previous text]

Rationale:

Clause 5.8.4 sets minimum side setbacks for H4 proportional to lot width to encourage amalgamation and comprehensive redevelopment in H4 rather than individual residential lots being overdeveloped and imposing undue amenity impacts on neighbouring properties.

Clause 5.8.5 includes strong visual privacy and overshadowing provisions, drawing on specific provisions (rather than objectives) from the R Codes. Limitations on varying these provisions are more stringent than other controls in the ACP, reflecting the preeminent importance of neighbourhood amenity for the community.

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(cont.)

Element	Desired Outcomes	Requirements
		A 5.8.4 Development within the H4 zone shall be setback a minimum of 6 metres or 20% of the lot width (whichever is lesser) from side boundaries, and 6 metres from the rear boundary 5.8.5 Notwithstanding the preceding clauses, development on any site adjoining residential zoned land outside of the Canning Bridge Activity Centre Plan shall protect the amenity of the adjoining land. Specifically: a) In respect of Solar Access, buildings shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed: i) adjoining properties coded R25 and lower -- 25% of the site area ii) adjoining properties coded R30 – R40 - 35% of the site area iii) adjoining properties coded R50 – R60 – 50% of the site area iv) adjoining properties coded R80 or higher – Nil requirements b) Visual Privacy of the adjoining land shall be maintained as stipulated for the density code of the adjoining land as stipulated in Table 3.5 of the Residential Design Codes Vol.2 c) Provisions 5.8.6 a) and 5.8.6 b) shall not be varied except with the written consent of neighbouring landowners

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(cont.)

Element	Desired Outcomes	Requirements
6. Linking Pathways	*'Linking Pathways' are shown in Figure 1 Canning Bridge Activity Centre Plan, being those parts of Kintail Road, Moreau Mews, Kishorn Road, Cassey Street, Robert Street and Davilak Street as defined on the plan, which are not Zoned for Residential purposes.* *These pathways are a very important part of the centre's public realm and will establish the living streets of the vibrant centre – connecting pedestrian routes and people across the centre regardless of origin Quarter.* **DO 6** More engaging frontages are required on Linking Pathways than on other streets, more interaction between the street and the development is expected, and no blank facades will be supported. Small sections of foyer may be accepted depending on architectural quality and community benefit considerations. Awnings and colonnades should provide additional interest and diversity in building form and innovative awning styles are encouraged	6.1 Notwithstanding Clause 4.2 and 4.3, unless identified otherwise in Figure 3, all streets identified as 'Linking Pathways' in Figure 1 Canning Bridge Activity Centre Plan, being those parts of Kintail Road, Moreau Mews, Kishorn Road, Cassey Street, Robert Street and Davilak Street which are not in Residential Zones, shall have a setback to the street frontage of Nil. 6.2 Linking Pathways within the M15 and M10 Zones are to be provided with permanent weather protection over the footpath within the street verge as per Figure 13. 6.3 Awnings are to be a minimum of 3 metres in depth and no structural columns are permitted. Greater depth will be supported where feasible in relation to the adjoining streetscapes. 6.4 Awnings shall be a minimum of 3.5 metres in height from the footpath to the awning. 6.5 Trading within these covered areas shall allow for continuous pedestrian movement, however, café seating and on street trade displays will be encouraged within a trading boundary. 6.6 Sections of the frontage which are recessed or setback as per Clause 4.6 shall provide alternative opportunities for pedestrian shade and shelter such as planting of mature trees or provision of regular shelter structures or colonnades.

This document is explanatory only, in the event of any inconsistency the draft ACP issued for advertising by Council resolution prevails.

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Previous Text:

[Additional text]

Rationale:

Text added to ensure flexibility for the City in assessing applications abutting Canning Highway. Specifically, should an alternative design response be justified by duck and dive design of Canning Highway, this provision gives specific flexibility for the City to ensure the built form response is appropriate (without further amendment to the ACP if plans for Canning Highway evolve)

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(cont.)

Element	Desired Outcomes	Requirements
7. Canning Highway	**DO 7** Canning Highway will continue to be a busy and congested road network. Design should address the highway without being overly imposing. Design should consider adjacent treatments such as bus stops and provide enjoyable spaces for commuters to stop and wait.	7.1 Canning Highway shall be provided with regular permanent weather protection over the footpath within the street verge as per Figure 13. 7.2 Awnings are to provide a minimum of 3 metres in depth and no structural columns are permitted. Greater depth will be supported where feasible in relation to the adjacent streetscapes. 7.3 Awnings shall be a minimum of 3.5 metres in height from the natural ground level to the awning. 7.4 Café seating is not encouraged along the road verge, however, trade displays are acceptable within a trading boundary approved as part of a development application. 7.5 Sections of the frontage which are recessed or setback as per Clause 4.6 are encouraged to provide an interesting façade to Canning Highway and shall provide alternative opportunities for pedestrian movement, shade and shelter such as planting of mature trees or provision of regular shelter structures or colonnades. 7.6 Notwithstanding Clause 7.1, developers proposing built form adjacent to bus stops shall engage with the Public Transport Authority to ensure that awnings or colonnades do not impede appropriate and accessible movement to bus stops. Built form which integrates bus stop facilities is highly desirable. A 7.7 Within Q1 and Q2, it is recognised that the appropriate built form response to Canning Highway will evolve as plans for Canning Highway are developed. Design, land use and activation may need to have regard for emergent issues such as severance of access across the precinct, noise impacts, pedestrian appeal and other amenity issues, dependent on planned and implemented modifications to Canning Highway.

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(cont.)

Element	Desired Outcomes	Requirements
8. Landmark Buildings	**DO 8** It is desirable to facilitate 'Landmark' (iconic) development at key site locations and to ensure that built form supports wayfinding and contributes to the sense of arrival into the area. Landmarks do not necessarily need to comprise excessively tall elements to achieve the desired outcomes (in Q1 and Q2 these are specifically controlled through alternative height controls). Buildings which provide demonstrable higher quality design outcomes, more pronounced podium development with terraced gardens or which have vertical architectural features are also encouraged.	8.1 Landmark development shall be required at all quadrants of the intersection of Sleat Road and Canning Highway, and for the sites located at the point at which Canning Highway meets the Freeway interchange in Como as identified on Figure 1 Canning Bridge Activity Centre Plan. 8.2 Landmark development will comprise vertical or horizontal articulation of the building form, or provide a change in materials and colour, so as to clearly identify the building as a key landmark in the development of the centre as per Figure 14. 8.3 Notwithstanding the Requirements of Clause 3.2 and 3.3 variations to the height of podiums of up to two storeys (in Q3, Q4 and Q5) and variations to setbacks (in all quarters) will be considered on a case by case basis for landmark buildings.

This document is explanatory only, in the event of any inconsistency the draft ACP issued for advertising by Council resolution prevails.

A

Previous Text:

Continuous frontages are required in all M15 and M10 Zones with large amounts of clear glazing that will promote visual interest. Shopfronts at ground floor level should provide for attractive window displays and restrained signage. Activities at ground level shall aim to provide interest for pedestrians. Such activities include retailing, cafes and restaurants that encourage and are associated with activity in non-business hours.

Rationale:

Remove universal objective of continuous street frontage for all of Q1 + Q2. This objective is considered inconsistent with a suburban setting and unnecessary for mainly residential areas. This objective has been replaced by a nuanced approach to frontages are reflected in Plan 3.

Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders.

B

Previous Text:

9.2 Proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less that 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage.

9.3 Semi active frontages are required in all Residential Zones with a minimum of 35% of the frontage incorporating windows or doorways with passive visual surveillance of the adjacent street at ground level.

[Clause 9.8 is additional]

Rationale:

Removal of application of Clauses 9.2 and 9.3 to Q1 + Q2.

Provisions specific to Q1 + Q2 included in Clause 9.8, for legibility and clarity of provisions applicable to City of Melville land, including

- Frontage treatments and facades governed by plan 3 (frontage types) to strengthen alignment between land use, built form, street type in the precinct
- Finished floor levels aligning with footpath or verge to ensure ease of access and potential for non residential uses
- Further attention paid to facades at podium level to reinforce local character

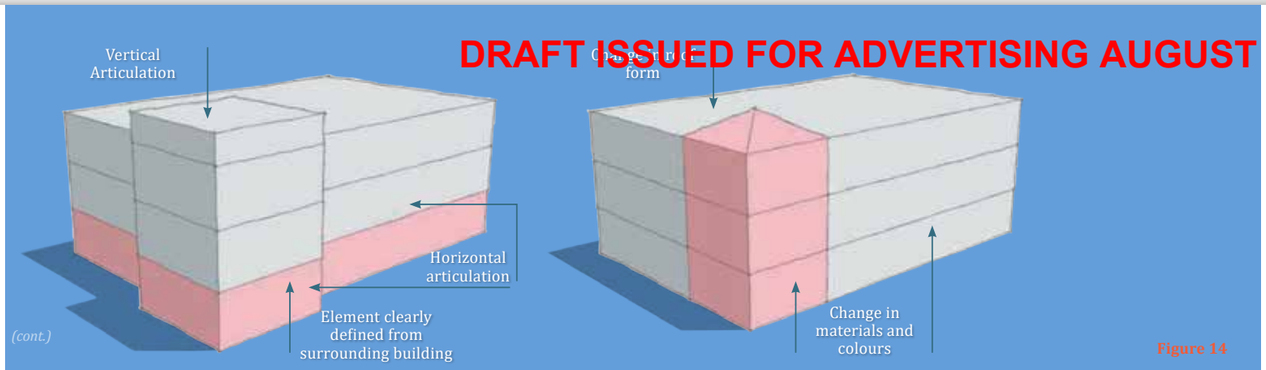
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Element	Desired Outcomes	Requirements
9. Facades	**DO 9** Development of the centre should respond sensitively to the site and support a sense of place. Development should be pleasing to the eye, be interactive, and provide definition between public and private spaces. Maintaining a strong urban edge (in appropriate locations) with the built form and providing a variety of high quality architectural forms and features will attract people to the centre and establish a sense of place. A Within Q3, Q4, Q5 and Q6, continuous frontages are required in all M15 and M10 Zones with large amounts of clear glazing that will promote visual interest. Shopfronts at ground floor level should provide for attractive window displays and restrained signage. Within Q1 and Q2, façade design and presentation to streets is based on Figure 3, independent of zones within the ACP. Activities at ground level shall aim to provide interest for pedestrians within Q3, Q4, Q5 and Q6, and in identified areas of Active frontages in Q1 and Q2. Such activities include retailing, cafes and restaurants that encourage and are associated with activity in non-business hours. Guidance specific to Q1 and Q2 is provided in clause 9.8 below	B 9.1 Development shall be designed in accordance with Residential Design Codes Vol.2 Element 4.10. 9.2 Within Q3, Q4, Q5 and Q6, proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less that 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage. 9.3 Within Q3, Q4, Q5 and Q6, semi active frontages are required in all Residential Zones with a minimum of 35% of the frontage incorporating windows or doorways with passive visual surveillance of the adjacent street at ground level. 9.4 Windows and balconies shall be incorporated into the design of developments above ground level. Private open space and balconies designed in accordance with Residential Design Codes Vol.2 Element 4.4. 9.5 Developments shall be designed so as to discourage vandalism by use of materials such as sacrificial paint or architectural features to discourage inappropriate activity. 9.6 Pedestrian links within development sites shall be of a design that incorporates visual interest and activity including retail and food and beverage activities or civic or community spaces. 9.7 Unless stipulated otherwise, development shall be designed in accordance with Residential Design Codes Vol.2 Element 3.6. 9.8 Within Q1 and Q2 the following stipulations also apply: 9.8.1 Controls for the lower two storeys of buildings shall be guided by figure 3 of the ACP a) For Active frontages, glazing shall comprise no less than 50% of any façade at pedestrian/ ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage. b) For Mixed frontages proposed development shall incorporate a minimum of 35% of the frontage incorporating windows or doorways with passive visual surveillance of the adjacent street at ground level. c) For Residential frontages proposed development shall provide passive visual surveillance of the street at ground floor and upper levels 9.8.2 The internal floor level of any development shall, where possible, have a finished floor level no greater than 500 mm below or above the adjoining footpath or verge level to ensure interaction between pedestrians and the adjoining buildings. Development which fronts a street with differing levels should consider innovative design to meet this requirement. 9.8.3 Facades in general and ground and first floor facades in particular shall demonstrably complement the existing and proposed adjacent streetscape

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(cont.)

Figure 14

Element	Desired Outcomes	Requirements
10. Open Space and Landscaping	**DO 10** To encourage intensity of development whilst also catering for the enjoyment, comfort and sense of security of centre users, the majority of M15 and M10 development sites will have significant site coverage at ground level, particularly at the street frontage, to maintain a continuous and interesting frontage as provided for in Elements 2 – 8 of these Guidelines. However, open space at ground levels in the form of active plazas, public or private open space at podium levels which are visible from the streetscape, terraced areas and balconies and rooftop gardens is encouraged. Ground floor or podium level open space should comprise trees and other vegetation to contribute to the overall leafy nature of the CBACP area.	10.1 Development may cover 100% of the site area for all development in M15 and M10 Zones subject to the setback Requirements of Element 4. 10.2 Notwithstanding Clause 10.1, where setbacks or open space is proposed for M15 and M10 Zone development, landscaped spaces shall be provided. Landscaping is also encouraged at podium level or within large scale balconies or on roofs. 10.3 Notwithstanding Clause 10.1, all development in the M15 and M10 Zone shall provide a minimum area of landscaping equal to 75% of the overall site area. This can be achieved via landscaped rooftop terraces or gardens, green walls, podiums and communal open space areas and does not have to comprise only of vegetated area. Balconies with an area of12m2 or greater shall be included in this area calculation. 10.4 Development in the H8 Zone shall be provided with a minimum provision of 30% open space which shall be provided in shared common space at ground levels and/ or shared common space on areas such as the roof. For development in the H8 zone, the open space provision include deep soil and tree provision as per Residential Design Codes Vol.2 Design Element 3.3 and the required open space area in addition to the deep soil zone be landscaped in accordance with Residential Design Codes Vol.2 Element 4.12. 10.5 Development in the H4 Zone shall be provided with a minimum provision of 40% open space which shall be provided in shared common space at ground levels and/or shared common space on areas such as the roof. For development in the H4 zone, the open space provision include deep soil zones as per State Residential Design Codes Vol.2 Element 3.3 and the required open space area in addition to the deep soil zone be landscaped in accordance with Residential Design Codes Vol.2 Element 4.12.

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A

Previous Text:

In particular, the Guidelines encourage the development of areas that provide opportunities for communal meeting and interaction within the CBACP area.

Rationale:

Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders.

B

Previous Text:

[New provision]

Rationale:

Clause 10.9.1 includes potential for public open space to be required as a condition of approval, where POS has not been given up previously. There is a noted shortfall of POS in (and serving) the precinct. If there is land that has not given up POS previously, it should be required to do so where it relates to a planning proposal. Note: this likely needs to also be referred to in the scheme. A standard provision is available, also requiring a POS strategy, signoff by the Minister, use of an appropriate trust for dedicated POS funding.

Clause 10.9.2 has been shifted from previous clause 10.7 given it is now only applicable to Q1 + Q2, for legibility and clarity.

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Element	Desired Outcomes	Requirements
	A In particular, the Guidelines encourage the development of areas that provide opportunities for communal meeting and interaction within the CBACP area Guidance specific to Q1 and Q2 is provided in clause 10.8 below	10.6 Where development is not proposed to all boundaries of a site, landscaping design shall be incorporated providing that such landscaping maintains openness and visibility into the development site. Landscaping in the form of hard and soft landscaping can be utilised. Water sensitive design shall be implemented for all landscaped areas. Development shall be designed in accordance with Residential Design Codes Vol.2 Element 4.12. 10.7 Development shall be designed in accordance with Residential Design Codes Vol.2 Element 3.6. 10.8 Where communal open space is provided, the design be in accordance with Residential Design Codes Vol.2 Element 3.4. **B** 10.9 Within Q1 and Q2 the following stipulations also apply: 10.9.1 Where a development site (or the previous subdivision which created it) has not previously been required to provide public open space, it may be required to provide up to 10% as public open space, or cash in lieu of land, subject to established procedures for cash in lieu contributions for public open space 10.9.2 Landscaping and/or low fencing below 1.2 metres on property boundaries, where buildings are setback from the boundary, shall reinforce the separation between public and private realm.
11. Sustainability	**DO 11** To encourage the use of sustainable forms of transport including cycling and walking and provide end-of-trip facilities including showers and change rooms. Applicants are encouraged to propose innovative sustainability measure such as exclusive bays for car-pooling organisations and car-sharing schemes which may be managed by the strata company or an external provider. All developments should follow ecologically sustainable design principles to develop a world class showcase of environmentally sound development techniques.	11.1 All non-residential development shall provide end of trip facilities comprising one change room per storey of each storey of the building which comprises non-residential land uses. Change rooms shall comprise lockers, towel drying racks and be located to enable privacy. 11.2 All non-residential development shall provide end of trip facilities comprising one shower for every ten bicycle parking bays required under Clause 18.7, with a minimum provision of one shower facility in any one non-residential development. 11.3 Where bicycle parking is provided in accordance with Clause 18.7 and consistent with Clause 11.1, a locker must be provided for every bicycle parking bay provided. Lockers shall be well ventilated and be of a sufficient size to allow the storage of cycle attire and equipment. 11.4 All non-residential development shall provide bays for the exclusive use of charging electric cars at a rate of one bay in every 25 bays required in accordance with Clause 18.7. Electric charging bays shall be located near to stairwells or elevators to encourage greater use of sustainable transport types.

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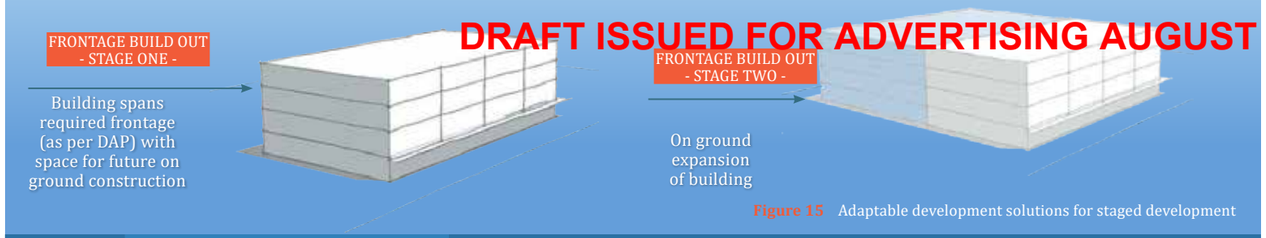


Figure 15 Adaptable development solutions for staged development

Element	Desired Outcomes	Requirements
	Principles which should be applied include: • Minimise operational and maintenance costs of the development; • Innovative and integrated water resource management; • Reduction in the use of fossil fuel energy by using renewable energy supply sources and employing demand-efficient building techniques and technologies; and • Biodiversity and habitat enhancement through appropriate and native landscaping. To achieve the Desired Outcomes development is expected to reflect best practice, with a design rating of 5 Stars under the national rating scheme of the Green Building Council of Australia.	11.5 All new development shall be designed to maximise passive solar principles for heating, cooling, ventilation and energy conservation. East and west facing glazing shall be minimised and shading devices shall be employed to reduce heat loads within buildings and reduce the need for air-conditioning systems. All buildings shall be designed to enable access to natural light and cross ventilation. At a minimum, all new development shall achieve a 5-Star Green Star design rating. New development excludes development which would otherwise be exempted from assessment under the City of South Perth environmentally sustainable buildings policy. In the M10 and M15 areas, as evidence in support of compliance with the required rating. Applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating. 11.6 In the H4 and H8 areas, as evidence in support of compliance with the required rating, as a minimum applicants shall submit as part of their development application a report from a Green Building Council of Australia qualified consultant demonstrating that the proposal will achieve the required level of performance. In these areas (H4 and H8) any development approval granted will be conditional upon the development being designed and constructed to include the elements identified in the supporting consultants report. 11.7 Additionally, development designed in accordance with Residential Design Codes Vol.2 Element 4.15 and 4.16 in respect to energy efficiency and water management.

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Element	Desired Outcomes	Requirements
12. Acoustics	**DO 12** Mixed use and high density environments can be vibrant and exciting places, but will also generate a variety of noises which are not common in suburban areas. Development, along with meeting the basic requirements of noise attenuation set out under the relevant Legislation, should consider additional measures to both inform and protect the future occupants of the CBACP area.	12.1 All new development adjoining Canning Highway or Manning Road or adjacent to the Kwinana Freeway shall be designed to achieve appropriate acoustic protection from noise generated by traffic including utilising double glazing or acoustically protected window frames, walls and ceilings. 12.2 All residential development in buildings adjoining Canning Highway or Manning Road or adjacent to the Kwinana Freeway shall have a notification applied to the title and any created strata title pursuant to section 70A of the Transfer of Land Act 1893, together with section 165 of the Planning and Development Act 2005 to inform prospective land owners and residents of the likelihood of higher noise levels associated within the inner city environment. 12.3 In addition to 12.1 and 12.2, development designed in accordance with Residential Design Codes Vol.2 Element 4.7.
13. Adaptability	DO 13 It is recognised that all developers may not be able to achieve the extent of development envisaged in the centre in the immediate short term. Developers will nevertheless be encouraged to be part of the development of the precinct by way of adaptable development. Applicants shall propose built form which is designed in such a way as to enable long term redevelopment at a scale which is envisaged for the centre including structural treatments that enable taller development at a later stage. Similarly, where development does not propose to achieve the preferred land uses in the first instance, the design of such development should allow conversion at a later date (i.e. providing taller ceilings to enable commercial retrofits for interim residential uses).	13.1 Where a development is proposed to be staged, future development plans shall be submitted with the Development Application providing detail of the proposed timing and engineering certification of the ability of the designs to achieve the proposed future development. 13.2 Buildings shall be designed to be adaptable to a variety of uses where the initial use is not a preferred use or would not fully achieve the Desired Outcomes of a particular site. Development plans submitted with the application shall provide details of the adaptability of the development and the proposed and future use of the development. 13.3 In the case of Clause 13.2, where a development comprised an interim use and was later converted to the use indicated in the original planning application, no change of use application is required.

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Public Spaces

Objective – To provide interesting and interactive public spaces throughout the CBACP area by developing unique spaces and areas of focus

Land developers have an opportunity to contribute to the sense of place by providing interesting artworks, spaces and ensuring adequate lighting is provided.



Figure 16 Clearance to advertising signage

Table 5 Public Spaces

Element	Desired Outcomes	Requirements
14. Street Edges	**DO 14** Uses that promote activity can sometimes also create issues with fluid movement for users. Development within the centre should always consider the restrained use of signage and advertising, particularly portable signage which is placed along pedestrian footpaths. Alfresco areas require approval by Council and should not be approved without consideration of appropriate through movement.	14.1 Development adjacent to street edges shall ensure that adequate access is provided for pedestrian traffic. Alfresco dining areas shall provide unimpeded through access under awnings/colonnades to protect pedestrians from the elements. Development shall be designed in accordance with Residential Design Codes Vol.2 Element 3.7. 14.2 Advertising signage shall be restrained and not superfluous to the needs of development. Signs above footpaths shall have a minimum clearance of 2.7 metres to the verge level as per Figure 16. 14.3 Within Q1 and Q2, the intended function of the street, and permissibility of alfresco and further on-street activation and signage shall have regard for the street frontage type as defined in Figure 3 (for example more activation will be encouraged in Active frontages)

A

Previous Text:

[New provision]

Rationale:

Provides a direct connection from frontage plan and street edge treatment, reinforcing alignment between land use, built form, street type in the precinct

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Element	Desired Outcomes	Requirements
15. Level Changes	**DO 15** The centre shall be an inviting and user friendly place for all members of the community and universal access/accessibility shall be provided for all developments in a variety of ways. Blank facades may affect the vibrancy and activity in an area, or encourage graffiti, and as such design should limit this outcome by considering façade treatments such as wall art, landscaping or furniture.	15.1 All proposed retaining walls shall be treated with a non-sacrificial anti-graffiti coating to discourage potential graffiti and/or be decorated in such a way as to reduce the effect of blank facades. Landscaping in front of retaining, street furniture and articulation of the wall itself may be utilised as an alternative way of treating blank walls. 15.2 All development shall provide universal access in accordance with relevant codes and standards. Innovative design features for ramps are encouraged to make universal access an integral part of design.
16. Fencing	**DO 16** Fencing should be designed to be aesthetically pleasing to all users who can see it and should be treated in the same way as blank facades (see Element 14).	16.1 All proposed fencing which is visible from a public place shall be treated in the same way as required in Clause 15.1. Fencing shall be of a high quality on both sides.
17. Public Art	**DO 17** To provide for an exciting and enticing public realm which supports the extensive growth of the CBACP area. To promote cultural vitality within the CBACP area.	17.1 Artwork associated with all proposed development is encouraged. 17.2 All development which is greater than $1 million in total capital cost of development shall contribute 1.0% of the total capital cost of development to a CBACP wide public art fund. The fund is to be used solely for the development of a strategy and acquisition of public art works to be displayed within the CBACP area. Alternatively the developer may propose to provide on-site public art works which are integrated into the design of the development. Any public art proposed shall form part of the development application to be considered by the Design Review Panel. 17.3 Notwithstanding Clause 17.2, the total cost liability for contribution to the public art fund shall be capped at $500,000.

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Parking and Servicing

Objectives - To ensure that adequate vehicle parking and access is provided for multi- storey development, to ensure that off-street parking is linked to pedestrian routes and to ensure car parking and servicing activities do not dominate the street.

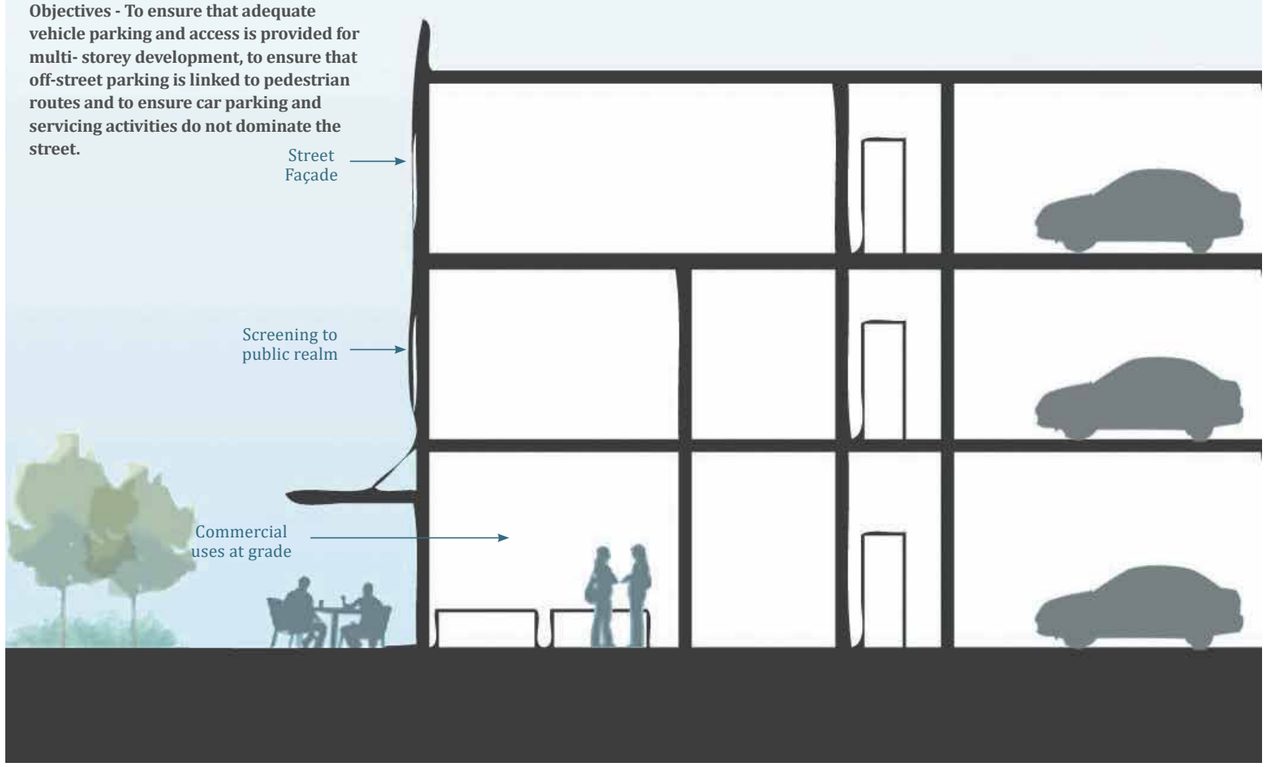


Figure 17 Car parking areas concealed from public view by sleaving with active uses such as food and beverage outlets

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A

Previous Text:

Parking is an important element to consider for development, and considerable analysis has been undertaken to respond to this need. Parking should be provided to ensure that the CBACP area can provide for its residents and guests, but should balance this need with a need to discourage private vehicle travel generally.

Alternative transport is encouraged by way of providing for bicycle parking and storage, and motorcycle and scooter parking.Basement and multi storey car parks can present long blank walls to the street, or a gap with undesirable views into the basement car park, which should be avoided.

Rationale:

Within the City of Melville cash in lieu of parking is incentivized (specifically, subsidized by about 80%) in an existing local planning policy. This incentive is under-promoted at the moment and repeated reference to it could lead to improved takeup of this opportunity which will have economic benefits to the local centre (people parking in one central location and visiting numerous shops and businesses in a more pleasant pedestrian environment). Well designed and located, this shared parking facility can provide further benefit by reducing parking congestion and traffic circulation, especially south of Canning Highway which has limited capacity at present.

Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders.

B

Previous Text:

18.3 Car parking for residential development in Q1 and Q2 shall be provided at a minimum ratio of 0.75 bays up to a maximum ratio of 1.0 bay for each studio or single bedroom dwelling, and a minimum ratio of 1.0 bay up to a maximum ratio of 1.5 bays for each two or three bedroom dwelling, and a minimum ratio of 1.25 bays up to a maximum ratio of 2 bays for each dwelling with four bedrooms or greater. Car parking for residential development in Q3, Q4 and Q5 shall be provided at a minimum ratio of 0.75 bays for each studio or single bedroom dwelling and a minimum ratio of 1.0 bay for each two or three bedroom dwelling and a minimum ratio of 1.25 bays for each dwelling with four bedrooms or greater.

Rationale:

Parking requirements tabulated to provide more clarity, otherwise generally unchanged.

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Element	Desired Outcomes	Requirements
18. Parking	**DO 18** Parking is an important element to consider for development, and considerable analysis has been undertaken to respond to this need. Parking should be provided to ensure that the CBACP area can provide for its residents and guests, but should balance this need with a need to discourage private vehicle travel generally. Alternative transport is encouraged by way of providing for bicycle parking and storage, and motorcycle and scooter parking. Basement and multi storey car parks can present long blank walls to the street, or a gap with undesirable views into the basement car park, which should be avoided. Within Q1 and Q2, provision of cash in lieu of parking has been incentivised to promote modal shift, shared and well-located parking facilities, and a stronger local economy.	18.1 Basement car parking or parking sleaved by other uses is encouraged within the CBACP area. All parking areas shall be well lit and clearly signed. In the M10 and M15 Zones, all parking areas other than for visitors or commercial deliveries shall preferably be provided in a basement, or if not, then shall be concealed within the building behind residential or non-residential floor space. Vehicle access shall be designed in accordance with Residential Design Codes Vol.2 Element 3.8. 18.2 Unbundled or reciprocal or shared car parking is recommended in the M15 Zones. Where reciprocal parking is provided for shared public and private use, signage shall be clear. 18.3 Car parking and motorcycle/scooter parking for residential development shall be provided as follows

Dwelling type	Q1 & Q2	Q3, Q4 & Q5
Studio or single bedroom dwellings	Min: 0.75 Max: 1.0	Min: 0.75
Two or three bedroom dwellings	Min: 1.0 Max: 1.5	Min: 1.0
Four or greater bedroom dwellings	Min: 1.25 Max: 2.0	Min: 1.25
Residential visitor	N/A	1 bay per eight dwellings for developments greater than 12 dwellings.
Motorcycle/Scooter parking	N/A	1 motorcycle/scooter space for every 10 car bays for developments greater than 20 dwellings
Notes	Cash in lieu is available for all parking (residential and non-residential), as prescribed and discounted in City of Melville's Local Planning Policy 1.6, Car Parking and Access. Refer clause 18.11.3	

Where residential visitor parking is provided, car parking areas not be located within the street setback and not be visually prominent from the street. Vehicle parking areas designed in accordance with Residential Design Codes Vol.2 Element 3.9.

18.4 Car parking for non-residential development in Q1 and Q2 shall be not less than one bay per 50m2 of net lettable area and not more than one bay per 25m2 of net lettable area. Car parking for non-residential development in Q3, Q4 and Q5 shall be not less than one bay per 50m2 of net lettable area.

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Element	Desired Outcomes	Requirements
		18.5 Where an applicant proposes a development which is required to provide car parking bays in accordance with Clause 18.3 or 18.4, that person may, if so agreed by the determining authority, make a cash payment to the relevant Council in lieu of the provision of all or any of the required number of car parking spaces. The cash payment shall be in accordance with the relevant clause relating to cash-in-lieu in relevant operative local planning scheme in each City. For the purposes of this Clause, the relevant Planning Scheme is considered to be the current or any future planning scheme gazetted for the relevant Local Authority. 18.6 Scooter or motorbike parking shall be provided for all non-residential land uses at a ratio of one bay for every five car parking bays required in Clause 18.4. 18.7 Bicycle storage/parking shall be provided for all non-residential land uses at a ratio of one bay per 100m2 of net lettable area. 18.8 Bicycle storage/parking shall be provided for all residential development at a ratio of one bay for every dwelling within a development site, and can be comprised within storage areas required as per Clause 19.5 or in shared parking areas or both. Within Q3, Q4 and Q5, visitor bicycle parking provided at a ratio of 1 bay per 10 dwellings. 18.9 Where at-grade car parking is proposed as an interim measure prior to full development of the CBACP area in accordance with the Requirements of Element 13, the use of landscaping or other methods of screening shall be provided. Also encouraged is the use of shade structures, which may integrate solar panels, shade trees, landscaping, screen panels or innovative screening such as artworks which will reduce the visibility of car parking areas from the street. 18.10 Where basement or multi-level car parks are proposed, effective screening techniques such as planting, semi-transparent fences or screens shall be used with a preference to sleave car parking areas with active land uses as per Figure 17.

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Element	Desired Outcomes	Requirements
19. Servicing and Functionality	**DO 19** Servicing of the CBACP area should occur outside of busy periods and as a preference should occur via underground or basement service areas. Individual residential developments should be provided with adequate storage facilities for the storage of bikes and other household items. Services design, such as power and gas, should consider precinct wide safety including appropriate physical separation, venting and ventilation as required.	19.1 The design of service entrances and delivery docks shall be undertaken in conjunction with adjoining properties where possible. Loading areas at grade which are visible from public areas are not permitted. 19.2 Large entry ways to loading areas will not be permitted along linking pathways as identified in Element 5. 19.3 Developments within the M15, M10 and H8 Zones shall provide for all management of waste wholly within the development site, including the ability for service vehicles to circulate within the development. No on-street waste collection areas are permitted within the M15, M10 and H8 Zones. Development shall be designed in accordance with Residential Design Codes Vol.2 Element 4.17. 19.4 Applicants within the M15, M10 and H8 Zones shall provide a Movement Summary in their written Statement of Support which provides the design intent behind the development of the site in relation to pedestrian access points, access to parking and cycling, pedestrian and cyclist pathways, loading areas and waste management. 19.5 Development shall be designed in accordance with Residential Design Codes Vol.2 Element 4.6.

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Safety and Security.

Objective - To ensure a well-integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between Quarters, and clearly defining private and public space responsibilities

Element	Desired Outcomes	Requirements
20. Safety	**DO 20** Crime Prevention Through Environmental Design or CPTED uses the built environment to reduce the opportunity for crime, increase the perception of safety perceived by authorised users of a space, while increasing the perception of risk by unauthorised users of a space. Development should promote the safety and security of the public environment. Buildings should overlook streets and other public spaces to promote natural supervision. Blank walls onto streets, or large distances between the footpath and openings are discouraged. In addition, access to daylight should be maximised and a high level of lighting should be provided in all public areas.	20.1 Access to and through a development shall be safe and efficient. Entrances shall be positioned so that all pedestrian movement is adequately lit and directly visible from a public space. Access to and from car parking areas and building entrances shall be adequately sign-posted with provision of good lighting to enable safe out of hours use. 20.2 To maximise visibility and surveillance of the public environment, the incorporation of active edge uses, including those at ground level that spill out onto public space and those located at the front of a building on the first floor that enable overlooking into public space, are encouraged. Windows can be positioned to overlook pedestrian routes, provided that privacy concerns are met. 20.3 Development shall clearly define private and public space responsibilities. The function and ownership of an area can be clarified by paving, lighting and planting. Planting shall not create concealed spaces near paths and lighting shall allow clear lines of visibility. 20.4 Street furniture and lighting shall be made of durable materials to a vandal-resistant design. Graffiti-resistant materials and surface finishes are appropriate at street level in all developments. Graffiti should be reduced by increased lighting and general design features which promote visibility and discourage crime. 20.5 Lighting proposed for all development shall be designed so as to limit the possibility of dark shadows in adjacent private and public open spaces. 20.6 Development shall be designed in accordance with Residential Design Codes Vol.2 Element 4.5

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A

Previous Text:

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

- relevant Desired Outcomes of all Elements are met or exceeded; and
- exemplary design is proposed in the opinion of the Design Advisory Group; and
- the development includes the provision of a significant benefit to the community. Notwithstanding, in the M10 zone the maximum bonus height is five additional stories in:
- the quarters of the Davilak and Cassey (those quarters within the City of South Perth); and
- the quarters of Kintail and Ogilvie (those quarters within the CIty of Melville) for any lot(s) that interfaces (either opposite or adjacent to) the H8 and H4 zones.

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

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

Rationale:

Overall intent of the preamble for Q1 + Q2 as re-drafted is to

- Confirm caps on heights and plot ratio as maximum bonuses for Q1 + Q2
- Include reference to plot ratios(which, like heights, will also cap bonus development)
- Provide a basis to encourage a Local Development Plan to assist in coordinating bonus-scale development, lock in community benefits and grant the City more control over the preliminary development approval process (given development applications themselves will otherwise be determined by JDAP)
- Recognise that architectural quality should be focussed on external features, that benefit the local surrounding community
- Plot Ratio and Heights for M15 (additional bonus) adjusted in Council resolution to advertise ACP

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Bonus Provisions

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

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

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

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

Zoning	Maximum Height	Maximum Plot Ratio
M10	41.6 metres or 13 Storeys * (3 additional)	3.5 (0.8 additional)
M15	64 metres or 20 Storeys* (5 additional)	5.5 (1.5 additional)
M15 (additional bonus)	80 metres or 25 Storeys* (10 additional)	6.7 (2.7 additional)

Note: * Maximum height is whichever is lesser between storeys and metres

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

For sites within Q1 and Q2 that are zoned M15 (additional bonus), where greater height and/or additional plot ratio than permitted in Element 3 is proposed, development shall be in accordance with a Local Development Plan approved by the City of Melville. Local Development Plans for these sites shall address the following matters:

- Massing of proposed development, including location, height, floorplate dimensions, and orientation of tower and podium elements
- Building setbacks to all boundaries (podium and tower) and separation between towers
- Location and dimension of deep soil zones
- Proposed vehicular and pedestrian access points and linkages
- Active ground floor frontage and interface with the public realm
- Amenity impacts on neighbouring properties, including overshadowing
- Community benefits provided on-site for bonus development

Further guidance specific to Q1 and Q2 is provided in clauses 21.5 and 22.2 as follows

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Element	Desired Outcomes
21. Development Bonus based on Design Considerations	21.1 Exemplary design is proposed in the opinion of the Design Review Panel and the relevant Desired Outcomes of all Elements are met or exceeded; and 21.2 For development in the M15 Zone, the site shall have a minimum area of 2,600 m2; or 21.3 For development in the M10 Zone, the site shall have a minimum area of 2,000 m2. 21.4 In addition to Clause 21.1 and Clause 21.2 or 21.3, the applicant proposes the following: 21.4.1 The proposed development has been designed with regard for solar access for adjacent properties taking into account outdoor living areas, major openings to habitable rooms, solar collectors and balconies. 21.4.2 The proposed development meets or exceeds a 6 Star design rating under the Green Building Council of Australia or other equivalent rating system for the Cassey, Davilak, and Mt Henry Quarters (that is the Quarters within the City of South Perth). As evidence in support of compliance with the required rating, applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating. 21.4.3 A traffic statement is submitted showing that the additional floorspace allowed will not unduly impact on the surrounding centre. 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. 21.4.5 In addition to the requirements of Element 10, proposed development within the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville) demonstrates a mitigation of urban heat island effects through the provision and maintenance of landscaping which includes the planting of mature shade trees. 21.5 Within Q1 and Q2 the following stipulations also apply: 21.5.1 In assessing exemplary design the Design Review Panel shall have particular regard to the external presentation of the proposed development to the surrounding community (for example the impact on the skyline, form, and the ground plane experience for pedestrians external to the proposed development. 21.5.2 Prior to issue of a certificate of occupancy, an audit of the building may be undertaken by the City of Melville against the approved plans demonstrating exemplary design, to ensure all elements of exemplary design have been delivered
22. Development Bonus based on Community Considerations	22.1 Within Q3, Q4, Q5 and Q6, the proposed development, meeting all other requirements, provides a community benefit for the users of the CBACP area in proportion to the additional development being proposed by achieving at least 4 of the following: 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.

A

Previous Text:

21.4 In addition to Clause 21.1 and Clause 21.2 or 21.3, the applicant proposes the following:

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

21.4.2 The proposed development meets or exceeds a 6 Star design rating under the Green Building Council of Australia or other equivalent rating system for the Cassey, Davilak, and Mt Henry Quarters (that is the Quarters within the City of South Perth) or 5 Star Green Star design rating under the Green Building Council of Australia for the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville). As evidence in support of compliance with the required rating, applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.

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

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.

21.4.5 In addition to th requirements of Element 10, proposed development within the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville) demonstrates a mitigation of urban heat island effects through the provision and maintenance of landscaping which includes the planting of mature shade trees.

Rationale:

Clause 21.4.2 includes reference to Green Star requirements.

The proposed text employs the alternative of compliance with the R Codes Vol 2 (being half a star above industry standard) for all development.

In addition to raising the bar for all development within the precinct, using reference to the R Codes Vol 2 environmental performance requirements will automatically increase as technology and development practice evolves (eg when five star or six star becomes industry standard)

This will ensure, the City of Melville is by definition always promoting innovative sustainable development.

Clause 21.5 provides specific guidance for Q1 + Q2 in respect of:

- Ensuring the Design Review Panel has particular regard to the external features, presentation and appearance of a building seeking a bonus. Given the surrounding community (rather than future occupants) experience the larger building, attention should be paid to ensuring this experience is as favourable as possible. Conversely, well designed occupant experience will be reflected in consumer interest and the value of apartments and tenancies in these buildings (i.e. independent of the development bonus process, there is already a market incentive to make development appealing for those seeking to purchase or occupy it)
- Clause 21.5.2 clarifies that the City can inspect a building seeking development bonus post occupancy and ensure all design details proposed (forming justification for a development bonus) are implemented as approved. This power already exists with Council but stating it in a planning document is intended to ensure prospective developers are fully aware that they should be expected to be held accountable for promises made in the development approval process

B

Previous Text:

22.1 The proposed development, meeting all other requirements, provides a community benefit for the users of the CBACP area in proportion to the additional development being proposed by achieving at least 4 of the following:

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.

Rationale:

Clause 22.1 no longer applicable to Q1 and Q2

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A

Previous Text:

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 ceded 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.

Rationale:

Clause 22.1 no longer applicable to Q1 and Q2

Clause 22.2 introduced to:

- Allow cash in lieu of community benefits, in keeping with emerging practice of cash in lieu requirements contemplated by WAPC and the Minister for Planning
- Enable community benefits to be pooled and/or provided off-site, rather than confined to those benefits that can only be provided with/within the approved development
- Provide reference to the Community Needs Blueprint which analyses the actual needs of the community rather than a set list of benefits

The Community Needs Blueprint (guidance for which has already been provided to the City) should have regard to:

- The anticipated future population and demographic profile of the precinct
- Articulated community inputs, stated needs and desires for community assets for the precinct
- Community assets and contributions that would be in keeping with the identified or intended character of the precinct

This substantially broadens the benefits the City can seek for a proposed development, and also allows for benefits to be provided which are of greater value to the current and future community in the Canning Bridge precinct

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Element	Desired Outcomes
A	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 ceded 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. 22.1.8 The development comprises a hotel. 22.1.9 The development comprises an aged care facility. 22.1.10 Where the development includes a lot boundary that adjoins Canning Highway and where road widening is required adjoining Canning Highway; the applicant proposes to cede land adjoining Canning Highway free of charge to the State of Western Australia for the purposes of road widening. In such case, the area ceded will be included in the total area calculations for the purpose of Clause 2.2 and 2.3 and/or Clause 21.2 and 21.3. 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. 22.2 Within Q1 and Q2 the following stipulations apply: 22.2.1 Community benefits provided by the proposed development shall be items stipulated in the Place and Community Needs Blueprint . The value of community benefits provided on site contribution shall comprise 3% of the construction value of units in the proposed development, for that portion of the proposed development in excess of the base height and/or plot ratio (whichever is greater), valued on a pro rata basis 22.2.2 In lieu of providing community benefits on site, a cash contribution may be agreed as an alternative. Such contribution shall comprise 3% of the construction value of units in the proposed development, for that portion of the proposed development in excess of the base height and/or plot ratio (whichever is greater), valued on a pro rata basis 22.2.3 Where community benefit or a community benefit contribution is required, it shall be approved by the local government, and shall be provided (or otherwise secured) in full prior to occupancy of the first stage of development. 22.2.4 In kind provision of community benefits may be provided to satisfy whole or part of the community benefit requirements under Element 22. In kind provision shall only be creditable if it is identified as being required by the Place and Community Needs Blueprint. Its value shall be determined by an independent Quantity Surveyor to the satisfaction of the City of Melville prior to issue of an occupancy certificate. 22.2.5 Any shortfall in assessed value measured against the bonus requirement shall be paid as a contribution prior to issue of occupancy certificate.

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8 Interpretations

Activation

Means to make active, to cause (a place) to function in a way which encourages diverse human activity by encouraging multiple opportunities to sit and stay, engage with adjacent land uses; to cause a building to be visually and physically open in appearance; to avoid blank walls and high fences and non-permeable structures at street frontage.

Affordable Housing

Means dwellings which households on low-to-moderate incomes can afford, while meeting other essential living costs. It includes public housing, not-for-profit housing, other subsidised housing under the National Rental Affordability Scheme together with private rental and home ownership options for those immediately outside the subsidised social housing system.

Awnings

Means a covering attached to the exterior wall of a building for the purposes of shade and/or shelter and can be composed of fabric or metal or a combination of both, and may also be an integral part of the building construction in the form of a colonnade or similar facade treatment.

A

Bed and Breakfast Accommodation (Applies to Q1 and Q2)

Means a dwelling, used by a resident of the dwelling, to provide accommodation for persons away from their normal place of residence on a short-term commercial basis and includes the provision of breakfast (This is the same definition provided in the City of Melville Local Planning Scheme No 6)

Facade

Means one exterior side of a building and can mean the exterior on the front, side and rear of the building.

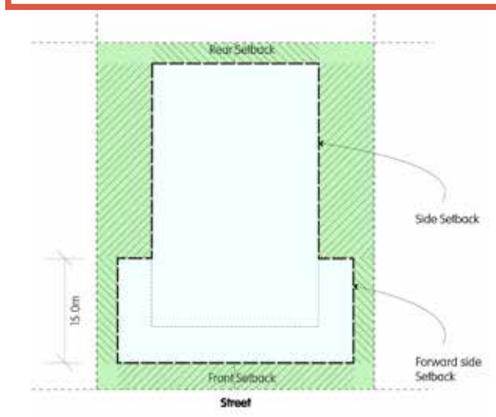
Fenestration

Refers to the design, construction, or presence of openings in a building. Fenestration includes windows, doors, louvers, vents, wall panels, skylights, storefronts, curtain walls, and slope glazed systems.

A

Forward Side Setback (Applies to Q1 and Q2)

Means the side setback for elements of buildings within 15 metres of the front setback of the building, as depicted on Figure 18. It generally applies only to podium elements of buildings.



A

Previous Text:

[Additional definitions and interpretations]

Rationale:

Added definitions in this section:

- Bed and Breakfast
- Forward side setback
- Holiday Accommodation
- Holiday House
- Residential Building
- Short Term Accommodation

For each of the added terms, the source of the definition has been noted (LPS 6, Planning and Development Regulations, Residential Design Codes). In each case the inclusion of these terms avoids ambiguity or contested definitions of terms. This is particularly relevant for contentious land uses that may be out of character or unintended in some parts of the precinct (for example short term of temporary accomodation).

The “Forward Side Setback” definition has been specifically included to address the street frontage controls to unify activity, land use, built form and street typology. As evidenced in the accompanying diagram, this creates two different types of side setbacks: one for the forward 15m of a building (where retail and office uses would be more likely) and one, generally larger setback for the rest of the building footprint, to enable space for deep soil zones, meaningful landscaping and combatting the heat island effect.

(Added definitions across pages 54-57)

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B

Previous Text:

Mezzanine

For the purposes of the provisions (relating to Q1 and Q2) of the Canning Bridge Activity Centre Plan, is limited to meaning a habitable space between two storeys that is:

a. Accessible only from the apartment space or storey area immediately below;
b. Limited in area to no more than one third of the floor space area it is located within;
c. Designed in a manner which ensures the mezzanine space is open to the floor area below and
d. Of an overall height and design which ensures that the space does not appear as a separate floor in the external elevations of the building.

Rationale:

Clarity provided in the definition of mezzanine to ensure that it is counted as a storey in Q1 + Q2. This inclusion avoids any ambiguity when reading definitions of mezzanine and storey

This reinforces and further clarifies the provisions of clause 3.9.2 of Part 1 on page 32.

Height

1. In metres

In relation to a building, means the distance measured from the mean natural ground level of that part of the land on which the building is erected to the highest point of any part of the building above it but does not include:

a) Any lift plant, water tower or similar utility services, not exceeding 3.0 metres in height measured from the finished floor level of the roof deck.; or

b) Any architectural feature or decoration, other than a free-standing sign, not used for any form of accommodation, or any open roofed structures which (in Q1 and Q2 is required to be) is open on three sides and does not exceed 3.0 metres in height measured from the finished floor level of the roof deck, which may be developed to provide recreation and open space opportunities for building occupants which may be approved by the decision maker.

2. In storeys

Does not include a basement

Holiday Accommodation (Applies to Q1 and Q2)

Means 1 or more grouped dwellings on one lot used to provide short term accommodation for persons other than the owner of the lot, but does not include hosted accommodation (this is the same definition provided in the draft Planning and Development (Local Planning Schemes) Regulations)

Holiday Apartment (Applies to Q1 and Q2)

Means a multiple dwelling that is used to provide short term accommodation. (this is the same definition provided in the draft Planning and Development (Local Planning Schemes) Regulations)

A

Housing Diversity

Means the provision of a variety of lot sizes, dwelling sizes, dwelling types and dwelling facility options which by their variation provide for diverse choices in housing and which, due to the variety, provide multiple pricing options.

B

Mezzanine

For the purposes of the provisions (relating to Q1 and Q2) of the Canning Bridge Activity Centre Plan, is limited to meaning a habitable space between two storeys that is:

a) Accessible only from the apartment space or storey area immediately below;

b) Limited in area to no more than one third of the floor space area it is located within;

c) Designed in a manner which ensures the mezzanine space is open to the floor area below and;

d) Of an overall height and design which ensures that the space does not appear as a separate floor in the external elevations of the building.

For the avoidance of doubt, notwithstanding the above definition, within Q1 and Q2 a mezzanine shall be counted as a storey in considering height controls.

Place

In Part 7 (Heritage Protection) has the same meaning as it has in the Heritage Act 2018';

Place means an area of land sufficiently identified by survey, description or otherwise as to be readily ascertainable, and includes —

a) an area of land situate below low water mark on the sea shore or on the bank of tidal waters, or in the bed of any watercourse, lake or estuary; and

b) any works or buildings situated there, their contents relevant to the purposes of this Act and such of their immediate surroundings as may be required for the purposes of the conservation of those works or buildings; and

c) as much of the land beneath the place as is required for the purposes of its conservation.

Plot Ratio (applies to Q1 and Q2)

For the avoidance of doubt, plot ratio shall be measured and defined as in the State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (R-Codes Vol. 2)

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Podium

Means the ground and lower levels of a multistorey building that provide activation and interest at the pedestrian scale, above which all taller development is setback from the street.

Public Parking

Means any land or building or part of a building open to the public generally for the parking of vehicles for which payment of a fee or charge may be required.

Reciprocal parking

Means where parking is provided which allows parking bays to be used for more than one type of parking over any given period and is likely to include different uses such as office and residential that will generate parking demand at different times and where it can be demonstrated that this will result in more efficient use of parking resources. In such a case the parking bay may be identified for the exclusive use of one user within a defined period of time, similar to residents parking permits which reserve certain bays for exclusive resident use in overnight periods, and be publicly available at other times and can be allocated time limits in the same way as on-street parking. Such parking would need to be accessible to the public and not located behind security doors of any kind.

A

Residential Building (Applies to Q1 and Q2)

A building or portion of a building, together with rooms and outbuildings separate from such building but incidental thereto; such building being used or intended, adapted or designed to be used for the purpose of human habitation:

- Temporarily by two or more persons; or
- Permanently by seven or more persons,

who do not comprise a single family, but does not include a hospital or sanatorium, a prison, a hotel, a motel or a residential school. (this is the same definition provided in the Residential Design Codes)

Retail

Means the sale or hire of goods or services to the public.

Solar collectors

Solar collecting components of the following: thermal heating systems, photovoltaic systems and skylights.

Statement of Support

Means the written document which provides a statement of design intent and provides information to the decision maker regarding the ability of the application to meet the Requirements and/or Desired Outcomes of these Guidelines.

C

Storey

Has the same meaning as 'Storey' in the National Construction Code Series (Building Code of Australia Class 2 to Class 9 Buildings), and means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but not-

a) A space that contains only –
   i) A lift shaft, stairway or meter room: or
   ii) A bathroom, shower room, laundry, water closet, or other sanitary compartment; or
   iii) Accommodation intended for not more than 3 vehicles; or
   iv) A combination of the above; or
b) a mezzanine (within Q3, Q4, Q5 and Q6 only).
c) any part of a building between two floors that is 50% or more below ground level.

Tourist Accommodation

Means any land or building used for human habitation on a temporary basis, with ancillary amenities such as Café / Restaurant, laundry and cleaning services. The term includes motel and serviced apartment and the like, but does not include Hotel, Residential Building or Bed and Breakfast Accommodation.

C

Previous Text:

Storey

Has the same meaning as 'Storey' in the National Construction Code Series (Building Code of Australia Class 2 to Class 9 Buildings), and means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but not-

a. A space that contains only –
   (i) A lift shaft, stairway or meter room: or
   (ii) A bathroom, shower room, laundry, water closet, or other sanitary compartment; or
   (iii) Accommodation intended for not more than 3 vehicles; or
   (iv) A combination of the above; or
b. a mezzanine.
c. any part of a building between two floors that is 50% or more below ground level.

Rationale:

This definition specifically avoids excluding a mezzanine from being counted as a storey in Q1 + Q2, closing a loophole where mezzanines, which contribute to the bulk and height of a building, are not counted towards the overall building height (this loophole seemingly creates ambiguity and frustration within the community)

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Tower

Means the upper levels of a multistorey building, which usually comprise of similar building setbacks.

Unbundled parking

Means parking where parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit. When parking is unbundled, the price of the parking space(s) is separated from the rent or purchase price and allows residents to pay only for the amount of parking that they need. Parking which is surplus to needs can then be used for public parking purposes and can be allocated time limits in the same way as on-street parking. Such parking would need to be accessible to the public and not located behind security doors of any kind.

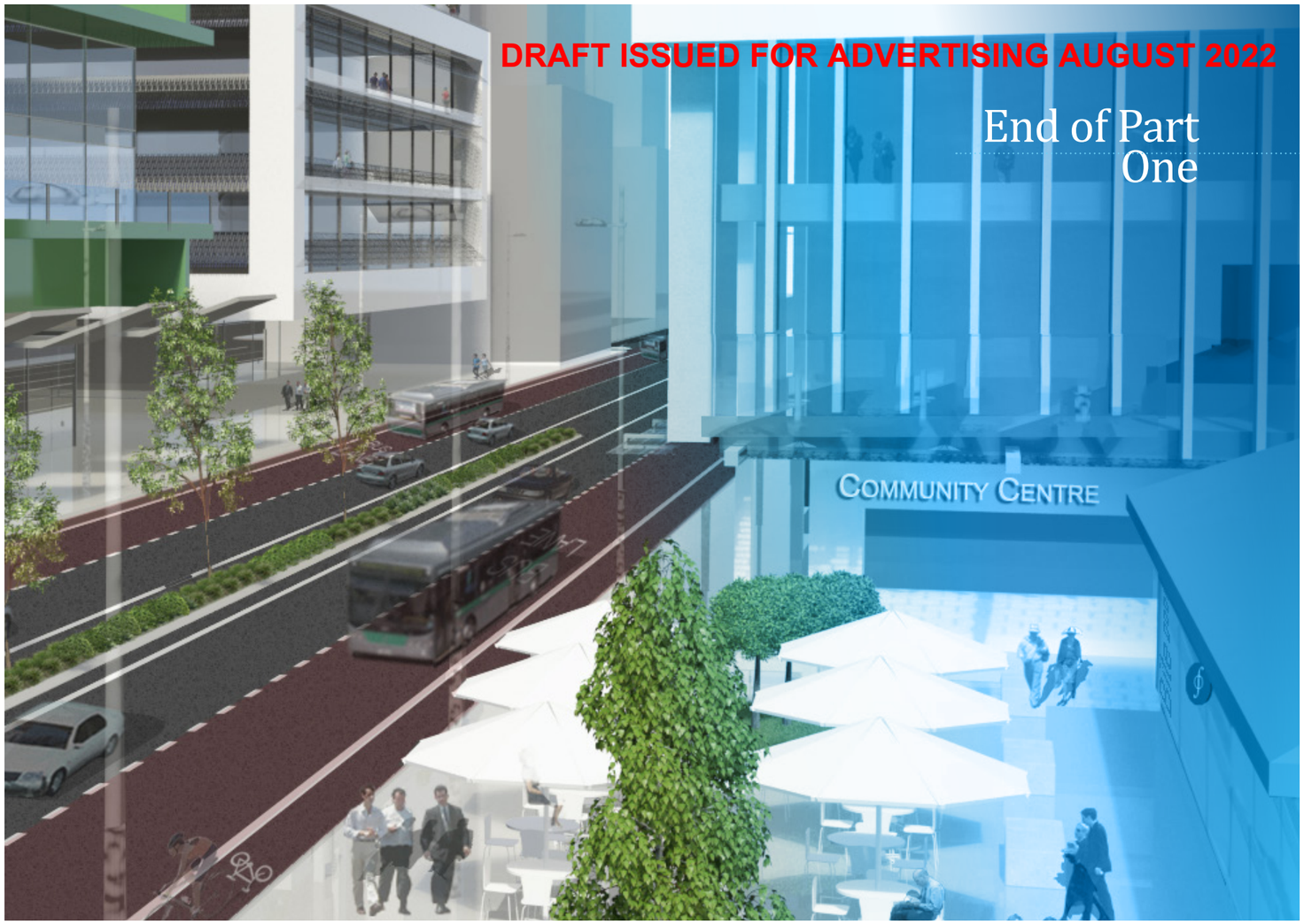
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Previous Text:

Previous Table of Contents for Part 2

Rationale:

Has been updated to reflect updated structure and content of Part 2



A

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Previous Text:

Rationale:

Plan updated as per Plan 1 in Part 1 (shown on pages 5 & 14)

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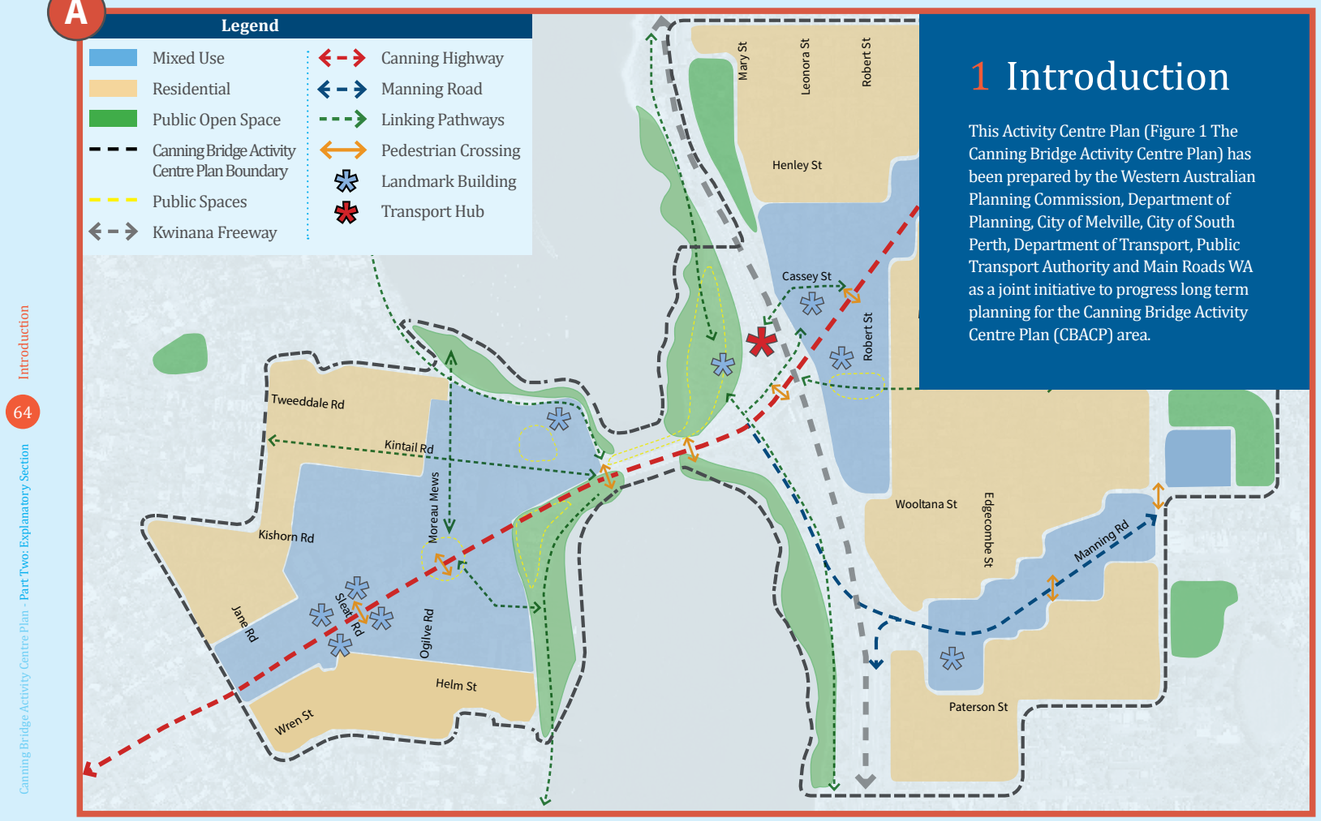


Figure 1 The Canning Bridge Activity Centre Plan

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1.1 The Journey So Far - looking back

In August 2010 the Western Australian Planning Commission (WAPC) released Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon to guide development within the Perth Metropolitan Region and to manage the significant population projections for Perth in the period to 2031.

This policy document, based on the identified six key themes of a liveable, prosperous, equitable, accessible, green and responsible city, was developed with significant community and stakeholder input. Also released in 2010 was the WAPCs State Planning Policy 4.2 : Activity Centres for Perth and Peel (SPP).

Prior to this, in 2007, the Southern Suburbs railway passenger service from Perth to Mandurah was completed including a new bus/rail interchange at Canning Bridge which emerged as a significant node in the public transport network, servicing the highest frequency bus routes in the metropolitan region and high frequency train services to and from the Perth Central Business District (CBD).

The CBACP area was subsequently identified in the SPP as a District Centre/activity centre where community services, higher density housing, employment and a range of mixed use activities are encouraged to accommodate some of Perth's expected growth in the years to 2031 and beyond.

Within this same time frame, between 2004 and 2008, the Cities of South Perth and Melville independently undertook various consultations with their communities regarding future planning for their broad Local Government areas inclusive of the CBACP area.

In 2008, the Cities joined together with the WAPC/Department of Planning (DoP), to prepare a unified Canning Bridge Precinct Vision (Vision) for the CBACP area. The Vision was intended as recognition of the strategic nature of the activity centre and looked to provide a way forward to facilitate transit oriented development with significant growth in population and employment. The Vision was endorsed and released in June 2011.

In accordance with the endorsed Implementation Plan of the Vision, the Cities and the WAPC/DoP, as well as the Transport Portfolio (the Department of Transport – DoT, Public Transport Authority – PTA and Main Roads WA – MRWA), have joined together to deliver an Activity Centre Activity Centre Plan under the SPP.

1.2 Purpose

The purpose of this Activity Centre Plan is to provide a guiding framework for development of the Canning Bridge Activity Centre (as defined under SPP 4.2). The study area is broadly defined as a walkable distance from the Canning Bridge railway station (Figure 2 Canning Bridge Activity Centre Plan Study Area).

The plan has been developed considering the actual capacity of the centre to deliver urban growth and the implications of delivering that growth in a staged and coordinated manner. The Activity Centre Plan is thus intended to provide a framework for orderly improvements to land in the centre over time, in advance of proposals and to ensure that infrastructure is planned and maximised ready for the improvements being proposed.

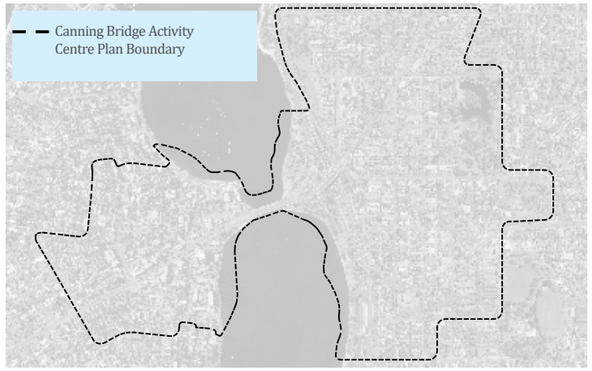


Figure 2 Canning Bridge Activity Centre Plan Study Area

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Rationale:

Introductory, descriptive text indicating the community engagement undertaken as part of the ACP review, including the reason for the review (i.e. community and Council reasons to review the ACP such as outcomes not matching expectations), a summary of the approach undertaken, and where to find further information.

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1.3 How to read this Activity Centre Plan

This Activity Centre Plan details the basis for the guiding framework which has been developed for the CBACP area. Part Two of the Activity Centre Plan (this Part) is set out in 8 chapters. It is important to read this Activity Centre Plan with Part One which sets out the statutory planning provisions and Design Guidelines which will achieve quality development of the area.

Chapter 1 and 2 of Part Two provide the background and key information about the CBACP. These chapters will provide a broad understanding of the overall Activity Centre Plan and can be read in conjunction with four simple Activity Centre Plan illustrations to give a good understanding of the desired outcomes for the CBACP area. Detailed information can be found in the following Chapters.

Chapters 3 to 7 of Part Two are in a format consistent with the five key topics of activity centre planning as outlined in the SPP: activity; movement; urban form; resource conservation; and implementation.

Chapter 8 includes guidance to local authorities and other agencies on the implementation pathway required to support the delivery of the Activity Centre Plan, including recommended amendments to relevant statutory documents and arrangements for managing, staging and funding development.

The Activity Centre Plan is applicable to all development within the Activity Centre Plan area boundary, and its intent should be considered in decision making both within and surrounding the boundary.

In the preparation of this Activity Centre Plan, significant focus has been placed on establishing a realistic and implementable plan for the CBACP area and, as a result, the CBACP provides a series of solutions which will enable delivery of the built and community aspects of the plan.

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The review of the Activity Centre Plan undertaken by the City of Melville in 2020 and 2021 reviewed key elements of Quarters 1 & 2. In addition to changes to Part 1 of the ACP, relevant explanations in Part 2 of the ACP have been added to provide context for the changes made in the review. These additions are highlighted

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1.4 Consultation

Planning for the CBACP area, both directly and as part of broader local government planning activities has been occurring since as early as 2004. Extensive consultation led to the endorsement of the Vision and has been the basis for ongoing and extensive communications as part of the preparation of this Activity Centre Plan (Figure 3 Consultation Summary).

Whilst engagement with the community and agency stakeholders in the preparation of the Vision was substantial, it was recognised that additional engagement was required with the community to obtain a better understanding of some of their expectations for the resultant urban form.

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

These concerns have continued to be a critical consideration in the development of the CBACP, whilst at the same time being balanced against the broader strategic needs/goals for the metropolitan area of Perth. As such a community consultation program was established for the preparation of the CBACP (Figure 4 Canning Bridge Activity Centre Plan Study Consultation Summary) to communicate the current strategic framework, discuss the technical learnings from investigations such as transport analysis and discuss expectations for the future urban form required to meet growth demands.

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For the City of Melville review of the ACP, a comprehensive and transparent stakeholder engagement program was necessary to overcome an overwhelming community discontent that strategic planning proposals, like the ACP, did not guarantee that its aspirations materialised. The community's discontent also included a distrust of the planning system to consider and represent its views through assessment of new development proposals.

A comprehensive engagement program ensured a fair and equal opportunity was afforded for all stakeholders to he heard and contribute toward thorough issue identification and development of objectives, principles and design concepts, as the foundation for amendments to the ACP. Several engagement techniques were used throughout, but feature of the engagement program was a 3-day Place Design Forum (PDF) that facilitated a collaboration of representatives of all stakeholders. This established an understanding and respect of a wide range of complex issues and perspectives, an alignment on issue resolution and a more unified position on desired outcomes. The advantage of the PDF was it offered a transparent process to explore issues and establish stakeholder alignment.

Some technical expertise was on hand to provide clarity around issues and articulate issues and actions, however, the outcomes were mostly contributed by the community representatives.

The outcomes of key milestones in the Engagement Program were presented to a series of Elected Member Sessions to ensure delivery of expectations of the review prior to commencement of successive phases.

Outcomes of the Engagement Program were documented for review by the community and other stakeholders through the advertising of modifications to the ACP; "At Canning Bridge – Precinct + Place Report: HATCH RobertsDay, May 2021".

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The Journey So Far				
City of Melville		**Consultation**		**City of South Perth**
		2004 -2008 Consultation with the community and stakeholders. Included Precinct Planning strategies for Canning Bridge Rail Precinct	←	Strategic Plan
Melville Visions	→	2005 - 2006 Major Community Dialogue with Residents. Focus Groups, Surveys, Community Meetings	←	Community Engagement Projects Canning Bridge and South Perth Rail Stations
Community Plan	→	2006 - 2007 Analysis of Community Aspirations. Focus Groups, Community Meetings, Surveys	←	
Community Information Day	→	2008 Information collection and engagement to begin project	←	Community Information Day
Neighbourhood workshops for Local Planning Strategy	→	2008 Major Community engagement workshops to discuss Local Planning Strategy. Information provided on Canning Bridge	←	
		Our Vision Ahead, community planning project with extensive consultation involving public workshops, focus groups, online surveys, survey hand-outs at City of South Perth events and a community conference	←	Our Vision Ahead
Suburb Workshops	→	2009 Workshops with Neighbourhood Champions for Neighbourhood Planning. Information provided on Canning Bridge		
Melville Stakeholder Workshops	→	2008 - 2009 Workshops with Stakeholders within the Canning Bridge Rail Station Precinct	←	South Perth Stakeholder Workshops
Canning Bridge Precinct draft Vision Advertising	→	2010 Opportunity for all interested Residents, Businesses, Landowners and other stakeholders to comment on the draft Vision	←	Canning Bridge Precinct draft Vision Advertising
Accept Submissions	→	Comment from Interested Parties Collate, consider and integrate submissions from interested parties	←	Accept Submissions
Canning Bridge Precinct Vision presented to City of South Perth for Endorsement	→	Revise Vision taking into consideration input from submissions and Local Government resolutions	←	Canning Bridge Precinct Vision presented to City of South Perth for Endorsement
		Final Canning Bridge Precinct Vision presented to Western Australian Planning Commission for Endorsement		
		Project Working Group formed with representation from Department of Planning, Transport Porfolio agencies, City of Melville and City of South Perth to undertake next stage of planning		
The Canning Bridge Activity Centre Plan Study Process				
Implementation Plan initiated	→	Further studies being undertaken including preparation of Development Guidelines, transport studies, environmental studies, and parking and access studies	←	Implementation Plan initiated

Figure 3 Consultation Summary

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1.5 Canning Bridge Precinct Vision

The Vision for the CBACP has been formed through ongoing consultation with the community and stakeholders since 2008.

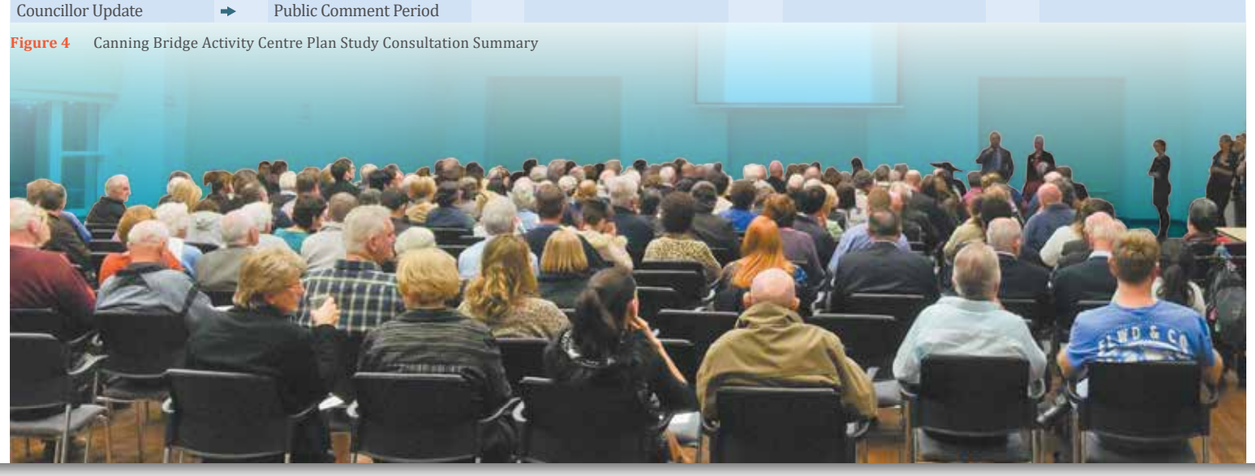
Through the preparation of the CBACP, this Vision has been reinforced and can now be represented spatially.

The Canning Bridge Precinct Vision Statement is as follows;

'The Canning Bridge precinct will evolve to become a unique, vibrant, creative community centered on the integrated transport node of the Canning Bridge rail station. The precinct will be recognised by its unique location, its integrated mix of office, retail, residential, recreational and cultural uses that create areas of excitement, the promotion of its local heritage and as a pedestrian friend;y family enclave that integrates with the regional transport networks and as a pedestrian friendly enclave that integrates with the regional transport networks while enhancing the natural attractions on the Swan and Canning Rivers'

Canning Bridge Activity Centre Plan Study Consultation Summary								
Phase One (July 2012 - November 2012)								
Community Briefing Session	→	Councillor Workshop	→	Community Workshop #1	→	Councillor Update	→	Community Workshop #2
Phase Two (December 2012 - November 2013)								
Community Survey	→	Youth Workshop	→	Councillor Update	→	Community Workshop #3		
Phase Three (December 2013 - now)								
Councillor Update	→	Public Comment Period						

Figure 4 Canning Bridge Activity Centre Plan Study Consultation Summary



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1.6 Activity Centre Plan Review by City of Melville, 2020-21

Following a number of issues identified by stakeholders, and various attempts to address individual issues with specific changes to the ACP, the City of Melville commissioned a comprehensive review of the Canning Bridge Activity Centre Plan. Significant concerns from stakeholders included the scale and development proposed, impact on suburban character, and community benefits derived from additional development intensity.

The overwhelming community sentiment is new development has not met it's expectations about development outcomes arising from the ACP.

Similarly, the City's administration and Elected Members are frustrated that the ACP and broader planning framework was failing to provide adequate guidance to address a suite of development control matters and the commensurate investment in community facilities and infrastructure to deliver the intent of the ACP vision.

Review Scope

The review was isolated to the area contained within the City of Melville, although it had regard for its relationship to the Canning Bridge Train Station and recognised the proposed co-located bus port will establish a strategic intermodal facility within the City of South Perth.

The review broadened the reach of its enquiry beyond the key issues that motivated its commissioning. This was necessary to establish awareness of other planning related matters that are also important elements or contributors to high quality of life and place outcomes. The depth of issue discovery was critical to establish integrity of the review process and competency of its recommendations. Although many issues arising are important to the ACP, others are outside of its role and are more relevant to the City's supporting planning framework, or outside of the control of the City, which will need to be addressed to facilitate orderly and proper planning for the area.

Methodology

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

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

In addition to an extensive review of existing documentation, supporting information and relevant planning policy, a comprehensive stakeholder engagement strategy was critical to the ACP review. This included:

- A major community survey, run through the City of Melville, to gather attitudes and impressions of the precinct, its character, recent development, and its future
- A series of round tables with key stakeholder groups, including community members, landowners, and the design review panel
- Two community workshop evenings to further collect feedback and understand issues
- Extensive engagement with the elected members and Council administration
- Regular liaison with key state government agencies (such as the Public Transport Authority, Main Roads Western Australia, and Department of Planning, Lands and Heritage)

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- A major, three-day stakeholder forum on the precinct, its issues, opportunities and future which featured over 60 attendees

Consideration of the outcomes of the Stakeholder Engagement Program is required for a complete understanding of the ACP modifications; "At Canning Bridge – Precinct + Place Report: HATCH RobertsDay, May 2021".

Interpreting the Vision

Through the engagement process it was clear that many considered the Vision is still relevant and there is support for its aspirational ideas. There is, however, a high level of dissatisfaction with how the Plan is being interpreted and executed. Survey results from the engagement program show a low level of satisfaction with current performance against goals.

To add more detail to the vision and close the gap between expectations and outcomes, collaboration of all stakeholders agreed the Goals and Principles to inform more specific initiatives.

However, for the built form and public space outcomes to be better aligned to local expectations, it is critical to move beyond Goals and Objectives that reflect aspirational and generic statements, towards tangible customised and specific initiatives that are planned for the Canning Bridge area.

Several initiatives were identified and agreed with the participants of the Place Design Forum and these have been documented for stakeholder review, "At Canning Bridge – Precinct + Place Report: HATCH RobertsDay, May 2021"

22
PARTICIPANTS IN 4 STAKEHOLDER ROUNDTABLES

85
PARTICIPANTS IN COMMUNITY & LANDOWNER WORKSHOPS

340
SURVEY RESPONSES

85
PARTICIPANTS OVER 3- DAY INTERACTIVE WORKSHOP
51 COMMUNITY / BUSINESS / GOVERNMENT
34 STAFF + PROJECT TEAM

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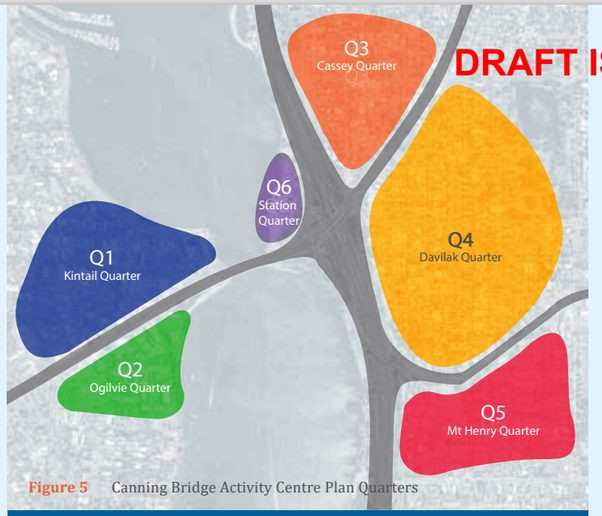


Figure 5 Canning Bridge Activity Centre Plan Quarters

2 The Activity Centre Plan in Summary

The 2011 release of the Canning Bridge Precinct Vision heralded a new outlook for the CBACP area. The Vision established the desire for a unique, vibrant and creative community, building on its natural economic and physical competitiveness. The Vision highlighted the positive contribution that the CBACP could make to the overall population and employment growth challenges which were identified in Directions 2031 and reinforced the expectation that the area could be established as a growth centre well in advance of many of the others identified.

Key elements of a plan for the CBACP area were proposed during the preparation of the Canning Bridge Precinct Vision. During the course of preparing the CBACP, these proposed outcomes were tested.

"Meet district levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community."

- substantial redevelopment opportunities with an increase in residential densities and building heights subject to performance based streetscape and built form design guidelines;
- promotion of sustainable building types and uses which support the community;
- creation of a town square and central community hub in Applecross;
- opportunities for new commercial development adjacent to the freeway in Como in the longer term, including limited development on the foreshore;
- enhancement of streetscapes and foreshore reserves, including increasing the size of the foreshore recreation areas;
- improvement in pedestrian, cyclist and kiss'n'ride connections to a new bus/rail interchange and improvement in general pedestrian accessibility within each local government;
- allowance for a future ferry station integrated with the new bus/rail interchange;
- a new traffic connection resulting from the establishment of a third (replacement) structure over the river;
- a relocated/improved bus station and kiss'n'ride access from both sides of the river utilising a local connection through Como; and
- identification of opportunities for improved traffic movement associated with the Canning Highway/Kwinana Freeway interchange.

Whilst the principles behind each of these key elements has been confirmed, the model of development previously proposed has been amended throughout the CBACP preparation process. The amendments have been based on increased rigour and testing of the desired outcomes, including assessment of natural landforms, natural barriers, safety, growth yields, traffic and transport, infrastructure services, commercial opportunities and community input.

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Importantly, three key objectives for preparing the CBACP have not changed and are the rationale for undertaking this plan;

1. The CBACP is a long term plan – some elements may happen in 10 years, some in 20 years, some in 40 years; but the built outcome from the 'whole' of the plan will likely take over 50 years
2. Regardless of the size and scale of the CBACP area, good planning dictates that we have an obligation and responsibility to the community of the future to plan appropriately and with foresight. We must plan for the future or we will fail to deliver for the needs of future communities.
3. The CBACP area is designated as an activity centre, and the State and Local governments is committed to this for the sake of managing Perth's growth appropriately for future generations.

"Support a wide range of retail and commercial premises and promote a competitive retail and commercial market."

2.1 Place Making

As indicated, an important part of preparing this Activity Centre Plan was to test and reconsider the Vision which was established. In doing so, the study team looked critically at the objectives from the SPP. Whilst it was recognised that the SPP provides a strong framework to deliver activity and density within activity centres it was noted that the objectives of the SPP were not sufficient to provide for consideration of character and placemaking in those same activity centres.

Recognising this, the CBACP has been guided by the following placemaking principles:

1. Recognition of Place: place activation and place management
2. Integration of complimentary (mixed) land uses
3. Appropriate and safe access to key activity nodes, recreation areas and the rail station
4. Sustainability of place, transport and built form
5. Crime prevention through environmental design
6. Appropriate built form for the CBACP are
7. Optimum and appropriate land use mix and density

2.1.1 Character and Function

"Plan development in the Canning Bridge Activity Centre Planning area around a legible street network and quality public spaces."

Importantly, the preparation of the CBACP began with a workshop to reconsider the current character and function of the area, the recognition of the place that already exists in the study area.

Whilst the Vision discussed the area as one homogenous 'place' the analysis has since recognised the inherent uniqueness of smaller parts of the centre, guided by the barriers created through transport infrastructure and the Canning River. The CBACP is thus overtly recognising those unique areas, and the entirety of the Activity Centre Planning process has recognised these distinct 'Quarters' (neighbourhoods) (Figure 5).

To the West of the Canning River is Q1 and Q2, which represent more intimate residential streets, bounded by the river, divided by Canning Highway and bordered by Ullapool St in the West.

To the East is Q3, Q4, Q5 and Q6, which are bordered by the river and run North South from Cale St to Gentili Way, and as far East as the lots on Ley St. These eastern suburbs have some elevation over the river, and have an aspect to the West which gives good mid-range views across the river.

"Ensure the Canning Bridge Activity Centre Planning area provides sufficient development intensity and land use mix to support and increase high frequency public transport."

The recognition of these Quarters enables contextually appropriate urban design at a local scale, working towards a cohesive and recognisable whole. The urban design of the Quarters will concentrate upon identifying and reinforcing the existing local character of each of the Quarters, and allowing linkages between these to create a strong local and district scale wayfinding network.

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Due to the strong North-South influence and boundary of the river, it is proposed that the urban design will aim to unite in a North South direction, Q1 with Q2 (the Western Quarters), and Q3, Q4 and Q5 (the Eastern Quarters), creating local destinations on a neighbourhood level which allow for increased local identity and community functions across these Quarters. Q6 is the central axis, and the importance of its role in centre sustainability will be celebrated.

A detailed discussion on each of these Quarters can be found in chapter below.

2.2 Key Information about this Activity Centre Plan area

Demographically, the entire centre is characterised as an affluent, multi-cultural community which has succeeded itself over generations of development, with long term residents now existing alongside younger generations of families and single residents. The census data shows a slightly maturing population despite being strongly influenced by Curtin University with substantial student residency

Though each of the Quarters is physically quite distinct, and offers varying services and public open space options, the diversity of housing types and styles is quite consistent across the Quarters, comprising remnant 1960's bungalows and newer, higher density and multiple occupancy housing types, although a preference for single residential housing was communicated during consultation. The preference for single, low scale residential housing dictates that quality built form outcomes for the centre will be an important measure of success in the future, for both the community and decision makers alike.

"Increase the range of employment within the Canning Bridge Activity Centre Planning area and contribute to the achievement of sub-regional employment self-sufficiency targets."

As a district centre the CBACP area performs exceptionally, with a high office tenancy to retail ratio. This mix results in a very efficient use of the available floorspace with a high ratio of employment to floor space compared to other district centres. Its amount of office floor space is competitive with Secondary Centres in the Activity Centres Hierarchy, which represents a significant natural advantage to be built upon for employment growth in the centre. The challenge for the centre will be to encourage employment and service opportunities in all Quarters so that each can operate its required role within the collective.

"Increase the density and diversity of housing in and around the Canning Bridge Activity Centre Planning area to improve land efficiency, housing variety and support the facilities in the area."

The CBACP area as a whole is significantly affected by the negative effects of the movement network, with the existing infrastructure supporting regional movements on ageing and sometimes sub-optimal assets. However, recognition of the unique Quarters has allowed the focus to move from 'solving' connectivity challenges to embracing difference. Nevertheless, the movement network is a key challenge for amenity and use of the centre and requires clever and innovative solutions to improve the human experience.

Physically the centre offers an outstanding aspect, although not fully exploited. All Quarters of the centre have excellent access to river views and fall of the land is such that most land within each of the Quarters will have access to views regardless of nearby development. Designing to take best advantage of this has been a key consideration. The River itself provides for extremely high amenity in the centre and access, recreation and improvement to the River experience represents an opportunity to create a positive legacy of the development of the centre.

"Maximise access to and through the Canning Bridge Activity Centre Planning area by walking, cycling and public transport while reducing private car trips."

Other background investigations suggest that some challenges to the provision of services will need to be overcome through careful staging of development and infrastructure cost contributions. Sustainable servicing opportunities should be seriously entertained for the centre which will benefit both private and public interests.

In all, the CBACP represents an excellent opportunity to build on a thriving community and deliver a true transit oriented development in close proximity to a large population and the Perth CBD.

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2.3 Quarters and their character

2.3.1 Q1 - The Kintail Quarter

Of the six Quarters in the CBACP area, Q1's existing urban fabric is the most mixed use, with a well-developed retail and commercial centre which has developed historically along Canning Highway. The commercial centre has day to day retail facilities such as supermarkets, post office and convenience stores, along with hospitality facilities such as several bars and restaurants.

Significant elements of the built form are the heritage listed Raffles Hotel and the Tivoli Theatre, and it contains the only high-rise in the CBACP area; the Raffles apartment development. The residential streets are currently generous in scale, with a good coverage of mature plane trees which contribute to a leafy character.

The community identifies Q1 as a place of social gathering, where retail and commercial activity come together. This area is identified as generally being quite 'urban', with fewer open spaces. For these reasons, maintaining the treed nature of the streets, and encouraging good quality hard landscaped gathering spaces will be very important.

Building upon the existing commercial maturity of the Quarter, and the demand for redevelopment here, Q1 will likely lead the built revitalisation of the CBACP area.

The Place Vision (defining characteristics | activity | urban form)

Q1 will be the premier retail area within the CBACP area. Comprising the largest retail offering, office space, organised entertainment activities such as theatre, cinema and restaurants, and providing public spaces which are actively planned for events such as markets and sporting and movie screenings, as well as the majority of Civic uses in the Western Quarters, Q1 will be the driving force behind employment opportunities in the CBACP area.



2.1 Q1 Overview (looking northwest)

Residential opportunities in the Mixed Use area will be in apartment style, whilst the surrounding urban area will comprise medium to high density housing. Streets will be well treed, and regardless of the type of road will be landscaped to result in intimate, 'human' spaces which belie the taller buildings nearby.

Serviced for active recreation by the riverfront, the community of this Quarter will seek out opportunities for open space in the nearby Q2 and to the Northwest at Heathcote.

"Q1 will be the premier retail area and the driving force behind employment opportunities in the CBACP area."

The eastern end of Kintail Road and part of Moreau Mews will form the linking pathway which connects Q1 and Q2 through to the Q6. Built form along this spine will be particularly focused on the pedestrian experience with active frontages, sheltered awnings over paths and colonnades and multiple opportunities for rest and respite. Extension of this comfortable pedestrian journey will be expected through to Q6.

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2.2 Overview of Q2 (looking south-west)

2.3.2 Q2 - The Ogilvie Quarter

Q2 has a strip of remnant retail and commercial premises which bound the South side of Canning Highway, with some well-known local restaurants located at the eastern edge. Q2 is characterised by a number of office developments extending south along Kishorn and Ogilvie Road.

Overall, the built form is similar to nearby Q1, with a mix of low rise residential developments which have been historically developed, gradually being superseded with increased density by newer, multi storey, multi occupancy residential and commercial developments.

"Q2 will be the 'business' Quarter, of the CBACP area and playground of the Western Quarters."

The scale of the residential streets is generous in nature, but does not have as many well established mature street trees as those of Q1. The street trees themselves are peppermint trees, but large areas of trees have been lost to development, and do not provide a continuous avenue treatment throughout.

Much of the social infrastructure for Q2 can be found on the foreshore, namely the Canning Bridge Senior Citizens Club and the Swan River Rowing Club. The foreshore lineal park is well utilised, and provides a valuable link for cyclists and recreational users, and connects with the Q1 and Q6 foreshore via a pedestrian underpass/pathways beneath and along Canning River Bridge.

Proximity to the river and larger areas of open space are recognised as key attractors, whilst safe access to the northern Q1 Quarter is identified as a key challenge.

The Place Vision (defining characteristics | activity | urban form)

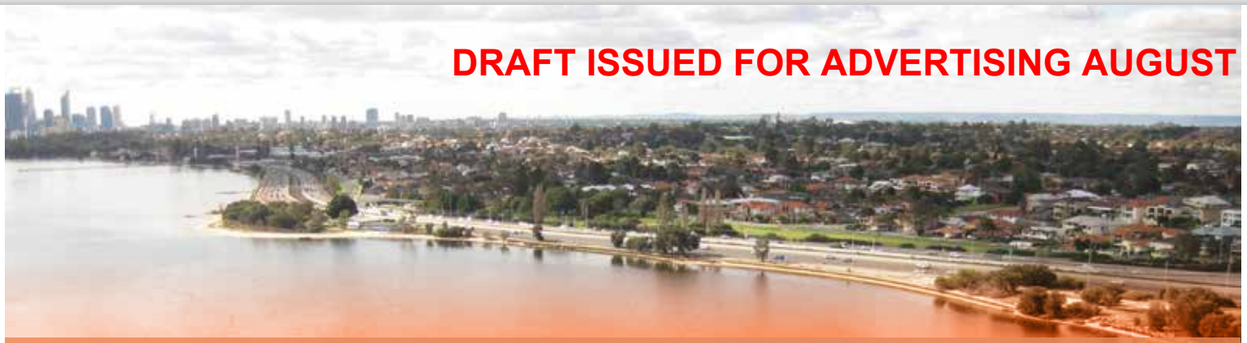
Q2 will continue to attract strong growth in office and residential development out to Helm Street in the South. As the 'business' Quarter of the CBACP area, Q2s excellent connectivity to the Perth CBD and Curtin University, as well as Fremantle to the West, will attract businesses seeking to take advantage of the natural amenity of the Quarter and the surrounding residential population for their workforce.

Excellent internet capability through fibre-to-the-premises broadband will support both large scale and smaller offices, as well as working from home for start-up businesses. Small cafes and restaurants will be located here to service the office workforce during the day and the residential community in the evenings.

Innovative, sensitive and well-designed riverfront areas will characterise this as the playground of the Western Quarters, and more active uses will be encouraged at the Rowing Club and along the foreshore.

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2.3 Overview of Q3 including Como Beach, Como (looking east)

Streetscapes will be improved to establish a consistency of trees and street furniture, whilst Q2 will generally be characterised by more open streetscapes. However, the spine of Kishorn Road will be developed to contribute to the pedestrian experience as the extension to the pedestrian journey through Q1. Access through to the river from the mid-point of Kishorn Road via a future laneway will create a more direct connection back to the river for the users of Q2, and developers between Kishorn and Ogilvie Roads will be encouraged to extend this laneway opportunity.

The long term reconstruction of the Canning River Bridge will also enable additional connectivity to the north via an improved active underpass to Canning Highway.

2.3.3 Q3 - The Cassey Quarter

Q3 is located on the East of the Canning River and North of Canning Highway. It is directly adjacent to the North South alignment of the Kwinana Freeway and is separated from the Swan River by the Freeway. A pedestrian overpass over the Freeway connects the northern part of Q3 back to the foreshore near Cale Street, directly linking to the Scout Water Activity Centre (former Como Sea Scout Hall).

This area was historically connected to the Rivers edge, and the local residents share a strong affinity for reconnection with the waterfront in this area.

Q3 is predominantly residential, with small commercial development located at the junction of Henley St and Canning Highway with neighbourhood scale shopping. Generally low rise, housing stock is indicative of grouped housing styles of the 80's and 90's and the area comprises a significantly higher proportion of semi-detached and apartment style housing than the state average (49% compared to WA Average of 11%).

An exceptional existing asset in Q3 is Olives Reserve, which provides a links to recreational and commuter pedestrian and cycle networks located on the foreshore and has excellent views to the River. Adjacent housing has naturally oriented towards these views and the natural landform affords a large number of lots leading back to Canning Highway with the same access.

"Q3 will be the centre of riverfront activity for the Eastern Quarters. Excellent visual connections will also encourage high end apartment development."

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2.4 Q4 Overview (looking south east)

The Place Vision (defining characteristics | activity | urban form)

Q3 will be the centre of riverfront activity for the Eastern Quarters. Access to the river will be via existing and future pedestrian overpasses and Q3 will be connected through Q6 to a vibrant waterfront playground. Excellent visual connections will also encourage high end apartment development.

Connection through to the Q6 from Q1 will be the triumph of the Quarter, with excellent links to sustainable transport options encouraging young, innovative, technology savvy professionals to live car free near their workplace and recreation destinations. Working from 'home' in shared office spaces will be encouraged here as broadband connectivity improves and technology based enterprises remove the need to be office based. Student housing will also continue to be in strong demand, so a variety of apartment options will be available.

Initial redevelopment will be slow, but long term redevelopment will embrace higher density living. The area nearest the train station will be a small but active space, with commercial opportunities servicing both daily commuters and the local community, including cafes', mini-markets and small office and retail uses. The high frequency public transport corridor through the CBACP area will deliver a central hub of activity, day and night.

2.3.4 Q4 - The Davilak Quarter

Q4, located south of Canning Highway and between Q3 and Q5, is a quiet and almost entirely residential area dominated by single and grouped dwelling developments. Commercial activity is notably absent, with a few commercial uses along Canning Highway at Henley Street and a mixed use development proposed on Manning Road at the corner of Ley Street. None of these activities service the immediate local community's shopping needs.

The land is elevated above the Canning River and has gentle undulations which afford many areas with reasonable access to views. The residential streets are quite open in nature, whilst the major arterial roads of Manning Road and Canning Highway act as significant barriers to Q3 and Q5 at all times of the day.

"Q4 will be a vibrant and rejuvenated area, with access to a main street of local shops and employment along Robert Street and Davilak Street. Actively programming the McDougall Park space will see regular neighbourhood barbecues, day and night markets and local arts events."

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2.5 Q5 Overview (looking east)

The Q4 has the most extensive parkland area of the CBACP area in McDougall Park, and the streets immediately adjacent have a good aspect to this well utilised and quality public open space. Nearby housing has already been redeveloped in response to this.

The Place Vision (defining characteristics | activity | urban form)

Q4 will be a vibrant and rejuvenated area, with access to a main street of local shops and employment along Robert Street and Davilak Street. Development adjacent to the Freeway will make the best use of the river views whilst providing an excellent local community focus; a new urban piazza to link with the beautifully maintained McDougall Park. Actively programming the McDougall Park space will see regular neighbourhood barbecues, day and night markets and local arts events.

Robert Street and Davilak Street will be characterised by attractive mixed use buildings which provide activity and shelter for pedestrians at the ground level and housing opportunities above. Robert Street will be abuzz with local offices and retail spaces and a small mini market providing walkable daily grocery options for the local residents and commuters through the area.

Housing will cater to multiple users, with student housing and apartments dominating the area closest to the train station and three and four storey townhouses and apartments fringing the park. Access to the rail station and bus interchange will be via improved pedestrian overpasses, and local entertainment and recreation opportunities are just a short distance away in Q1, Q3 or Q6.

2.3.5 Q5 - The Mt Henry Quarter

Q5 represents the smallest and most disconnected part of the CBACP area. Whilst it too is separated by major traffic arteries it is largely serviced by the Manning Hub on Welwyn Avenue to the east and has a vibrant local community which attracts its residents generally eastwards.

A stand-alone tavern development is located at the corner of Manning Road and Lockhart Street with almost half of the site currently vacant. A small commercial area is located near the Ley Street and Manning Road intersection. In conjunction with the planned Manning Hub, this commercial development provides a local shopping service for the community, without the need to traverse busy Manning Road.

There is an excellent linkage to the river foreshore to the south at Gentilli Way, but otherwise the Quarter is very disconnected from Q6 and the broader centre by extensive transport infrastructure. The planned Manning Road Southbound on-ramp will add visually to this disconnection.

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The Place Vision (defining characteristics | activity | urban form)

Q5 will be characterised by quiet residential streets. A relatively low density area, dominated by grouped townhouse and medium density apartments, Q5 will identify more closely with its southern neighbours in both character and style. Higher density development will focus along the heavily trafficked Manning Road and nearer to public transport corridors.

Access to recreation and community activities at McDougall Park will be important, and traffic light phases at the Ley Street and Manning Road intersection will continue to provide accessibility. The Q5 community will enjoy access to both the Q4 main street area and the Manning Hub.

The redeveloped tavern site will provide for boutique local services and employment and will contribute to improved amenity along Manning Road. This development will be a landmark building, signifying the link to Curtin University and a point of access to the Freeway. The southbound Freeway on-ramp will enable greater access to the Southern Suburbs and employment opportunities at Murdoch, Cockburn and further afield.

"Q5 will be characterised by quiet residential streets. A relatively low density area, dominated by grouped townhouse and medium density apartments, Higher density development will focus along the heavily trafficked Manning Road and nearer to public transport corridors. The redeveloped tavern site will provide for boutique local services and employment and will contribute to improved amenity along Manning Road."



2.6 Q6 with the Eastern Quarters in background

2.3.6 Q6 - The Station Quarter

The existing composition of Q6 is hard infrastructure, basic and unappealing security treatments, and unplanned open space which is little more than the remnants of the road and foreshore reserves from the development of the Kwinana Freeway and Canning Highway. The state of the public open space in this area is quite degraded, with no discernible quality to the vegetation or the foreshore treatments and a smattering of reasonably mature trees providing limited shade.

The network of pedestrian and cycle paths through this area cuts the site in two, and presents a barrier to the public open space usage of the area. The embankments which form part of Canning Highway present considerable visual blockages to the amenity value of the area. The use of a pedestrian underpass, which acts as the main access point to the existing bus and train station, presents a public safety issue with poor lighting and being quite isolated. An illegal and dangerous pedestrian route has been utilised crossing Canning Highway from the northbound on-ramp abutment, which pedestrians find preferable to walking the circuitous route to the station.

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2.7 Low quality Public Open Foreshore at Q6

The Place Vision (defining characteristics | activity | urban form)

The Canning Bridge Station Interchange will be a thriving hub of activity, exhibiting characteristics of busy transport interchanges around the world; travel and ticketing information, options for refreshments, access to basic banking, storage facilities, shade and shelter, seating and opportunities for resting. Some of these will be available within the station itself on platforms and in the entrances, whilst others will be provided within a carefully landscaped and managed foreshore/ station interface area comprising shops and cafes leading to a (long term) ferry terminus on the river.

The elevated nature of the proposed bus station will afford magnificent views of the river, and a carefully designed series of retained terraces will lead downwards to the river's edge. Long term planning for the area could include some more significant civic or entertainment uses, and perhaps even some car-free residential development.

"Q6 includes the Canning Bridge Station Interchange which will be a thriving hub of activity, exhibiting characteristics of busy transport interchanges around the world; travel and ticketing information, options for refreshments, access to basic banking, storage facilities, shade and shelter, seating and opportunities for resting."

3 Centre Context

3.1 Regional Context

The Perth Metropolitan Region has been growing consistently over the last 30 years, and currently has a population of 1.7 million people (Census 2011). Growth forecasts for the region anticipate that population will increase to 2.2 million in 2026, and 3.5 million in 2050.

The Perth Metropolitan Region is therefore planning for an additional 500,000 people in the next 12 years, and 1.8 million in the next 35 years. Planning for these extra residents, along with the housing, infrastructure, services and jobs they will require presents a significant challenge to Government.

In response to anticipated growth, the State Government has released Directions 2031, which seeks to address population growth scenarios and land use patterns for the medium to long term increase of more than half a million people in Perth and Peel by 2031, as well as being prepared to provide for a city of 3.5 million people after 2050. Directions 2031 presents a preferred growth scenario that achieves a balance between greenfield and infill development.

Canning Bridge is a District Centre in the Directions 2031 and Beyond (Directions 2031) Activity Centre Hierarchy. Notable centres in proximity apart from the Perth Capital City Centre are the Secondary Centre of Booragoon and the Specialised Centres of Bentley-Curtin and Murdoch (see Figure 6 and Figure 7).

The CBACP area is located in the central sub region of the Perth Metropolitan area. It is located 7km from the Perth CBD and is easily accessible from all directions, being located on major transport networks heading both north-south and east-west.

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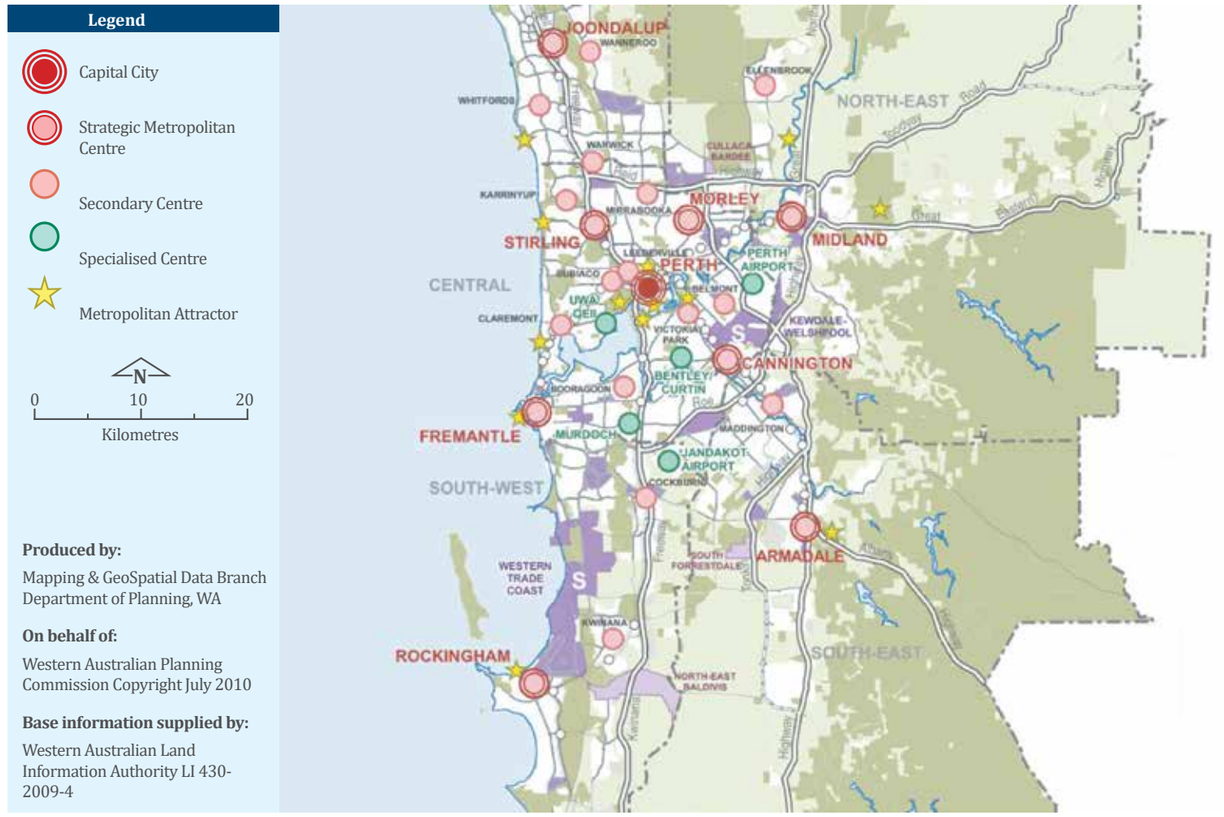


Figure 6 Directions 2031 Metropolitan Context

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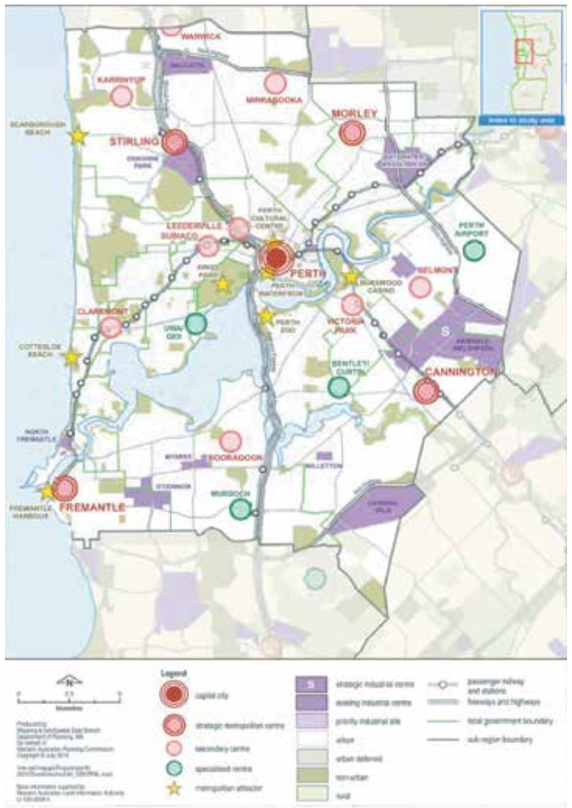


Figure 7 Directions 2031 Regional Context

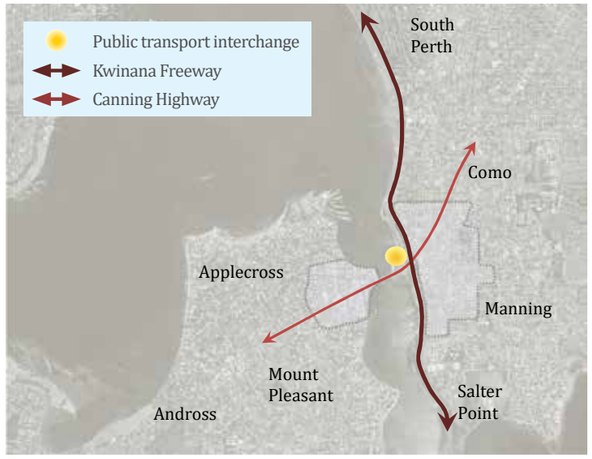


Figure 8 Local Context

As a District Centre, the CBACP area serves the daily and weekly shopping and community needs of its local population; however, its retail function is more akin to the lower order' Neighbourhood Centre'. Despite this, its future service population will be the same as a District Centre (between 20,000-50,000 persons), as the Centre population will ultimately reach around 24,000 persons and the surrounding population will contribute additional demand.

Conversely, its commercial and office space function is similar to the higher order 'Secondary Centre'. In the future, this will be encouraged and enhanced by a desirable land use mix which is heavily weighted towards office functions. The factors which make the centre naturally attractive to office functions now (proximity to the CBD, workforce, public transport and physical and social amenity) will be amplified through development of the CBACP and expansion of its resident workforce population.

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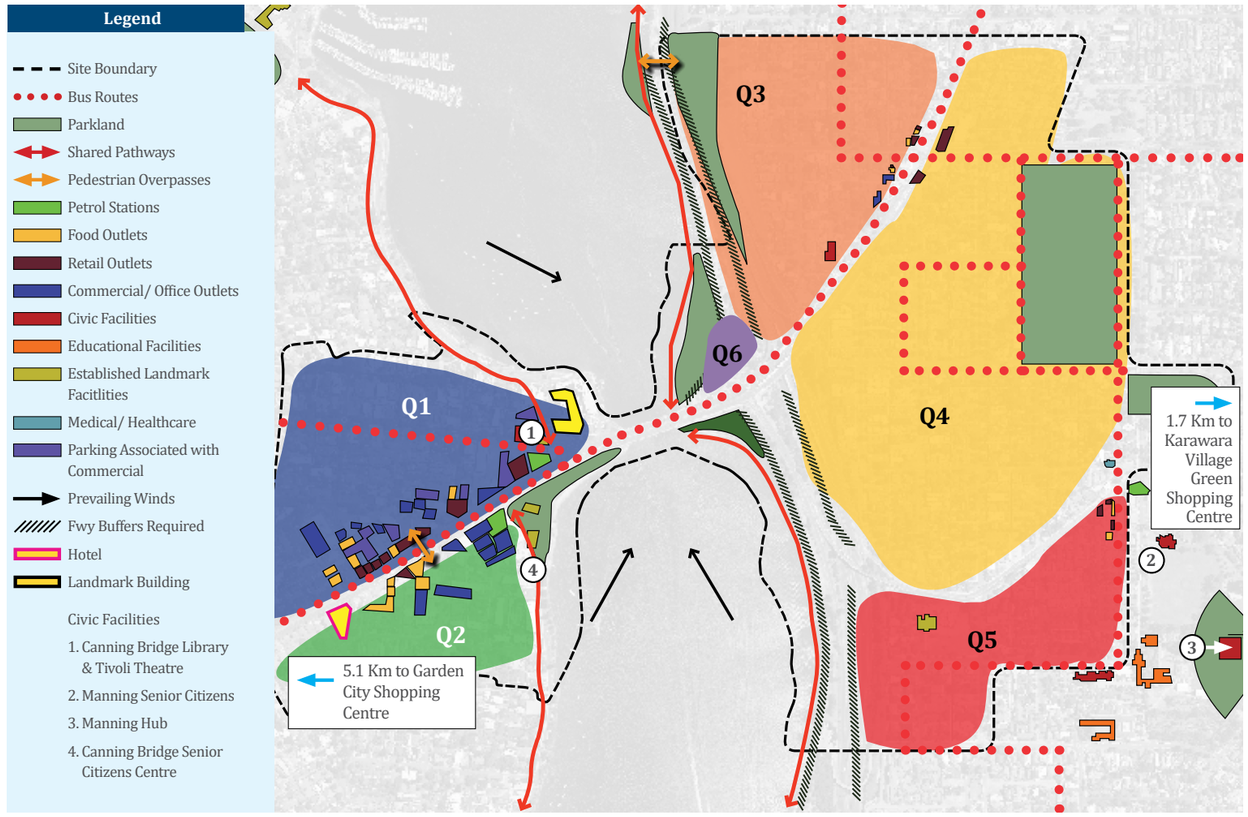


Figure 9 Social Infrastructure

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Despite its unusual land use mix, it is not expected that the development of the centre will significantly impact on the important roles that nearby centres have in the regional context. Its limited retail function does not and will not serve to undermine the retail activities at Booragoon (Garden City), and its professional office/business activities will not compete with the specialised business agglomerations at Bentley-Curtin (knowledge and education) or Murdoch (knowledge, education and health).

Its increased resident and workforce population will be adequately serviced by its functions and it is unlikely that the activity will affect the existing nearby District and Neighbourhood Centres such as the Riseley Centre, Ardross Street, the Manning Hub and Karawara.

The centre is extremely well serviced by public transport. The Canning Bridge Station Interchange (Figure 8) services one of the highest frequency public transport networks in the Perth Metropolitan Region, with movements every five minutes during the peak. This, combined with excellent access to private vehicle networks, makes the CBACP area an extremely well connected centre.

Opportunities to enhance Q6 by providing better accessibility, end of trip facilities, local shopping opportunities and a future ferry link through to the University of Western Australia result in the CBACP area being capable of significant population growth without excessive need for increased car ownership or car use.

The centre is also reasonably well serviced by social infrastructure (Figure 9 Social Infrastructure), including library facilities, senior citizens facilities, and recreation clubs and large areas of open space, albeit generally associated with the River foreshore.

Education facilities are located just outside the centre in both local government areas, although it is very likely that greater capacity will be required for the future population of the area. Feedback from the community suggests there is a lack of variety in the entertainment options within the CBACP area and that passive and active recreation space is lacking in Q1 and Q2. Access to water based recreation is excellent and the area has widespread mature tree growth which aids in creating a general feeling of lushness at ground level. Maintenance and retention of mature trees during the ongoing development of the CBACP area will be paramount to maintaining the sense of leafiness, and will also aid in reduction of the heat island effect.

3.2 Local Context

As indicated in chapter , the study area has been divided into six Quarters. An analysis of the existing demographics and urban form of each of these Quarters have been considered independently, however, demographics and urban form can be tied together to present a snapshot of the existing urban framework and the current profile of existing residents for each of the areas.

The demographics represent a snapshot at 2011, and as such, present a critical analysis of the existing residents for the area. Overall, the demographics suggest an affluent, multi-cultural community which has succeeded itself over the generations of development, with early residents from the 1960 and 1970s now existing alongside successive generations of younger residents with families and single person households. Housing types in each of the Quarters broadly represent the age of the suburb; with the older suburban development comes a lower density housing preference, and in the Quarters with newer development more diversity of housing types, built form and services can be found.

The centre currently comprises some 1,898 dwellings and a population of approximately 3800 persons, with an occupancy ratio of 2 persons per dwelling, lower than the metropolitan average of 2.3.

The Q1 community is multi-cultural, educated, affluent, and enjoys housing diversity. Current housing styles in Q1 represent remnant 1960s bungalows and newer, higher density, multiple occupancy housing types. The Q2 community is multicultural, educated, affluent, and enjoys living in separate houses, with fewer children. The Q3, Q4 and Q5 demographic profile shows affluent suburbs that are also strongly influenced by Curtin University, with significant student residency.

The existing statutory framework would facilitate growth to support approximately 4,700 dwellings and a population of up to 10,000 people. However, without more detailed Activity Centre Planning through the CBACP, it would be difficult to accommodate such growth in a way that respects the aspirations of the current community, ensures adequate and coordinated infrastructure upgrades, and recognises and designs for increased traffic and other movements.

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3.3 Planning Framework

A summary of the planning framework which underpins the CBACP has been undertaken during the early phase of its development. The principal piece of policy which guides the development of the CBACP is State Planning Policy 4.2: Activity Centres for Perth and Peel. The SPP provides both the framework and the guidelines for development and endorsement of Activity Centre Plans.

Importantly, the CBACP will provide the basis for amendments to the City of Melville and City of South Perth local planning schemes. The CBACP will identify land use and provide development guidelines to guide height, density and provision of social and service infrastructure.

The SPP is supported by a number of other policies and guidelines which are relevant to the study area, including the following:

State Planning Policy (SPP) 2 – Environment and Natural Resources	SPP 2.6 State Coastal Planning Policy
SPP 2.9 Water Resources	SPP 2.10 Swan and Canning River Systems
SPP 3 Urban Growth and Settlement	SPP 7.3 Residential Design Codes
SPP 3.4 Natural Hazards and Disasters	SPP 3.6 Development Contributions for Infrastructure
SPP 5.2 Telecommunications Infrastructure	Public Transport Plan for Perth 2031
Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon	Draft Central Metropolitan Perth Sub-Regional Strategy
Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development	Designing Out Crime Guidelines
City of Melville Community Planning Scheme No. 5	City of Melville Draft Local Planning Strategy
City of Melville Local Commercial Strategy Plan	City of Melville Strategic Community Plan 2012
City of South Perth Town Planning Scheme No. 6	City of South Perth Local Commercial Strategy 2004
City of South Perth Sustainability Strategy 2012-2015	City of South Perth Draft Integrated Transport Plan
City of South Perth Strategic Plan 2010-2015	City of South Perth Strategic Community Plan 2013-2023

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A

3.3.1 ACP Review & Planning Framework

The review had regard for new and emerging components of the planning framework, arising since endorsement of the ACP.

State Planning Policy 7.2 Precinct Design was gazetted on 16th February 2021 and (with the Precinct Design Guidelines: December 2020) offers policy guidance for precincts such as Canning Bridge. Given the currency of the Canning Bridge ACP and that the ACP shares jurisdictional boundaries with the City's of Melville and South Perth, it was considered that strict compliance with reporting structure was necessary. Notwithstanding this, the ACP Review ensured all guidance considerations were respected. In particular, the elements of precinct vision, community benefits and design quality, which were key issues of the review.

Endorsement of the Draft State Planning Policy 7.3 Residential Design Codes (Volume 1 – Low and Medium Density) remains pending assessment of submissions from public advertising. The review adopts some measures proposed in the draft Policy considered important to respond to matters of amenity impacts, such as overshadowing and privacy. It is understood that substantial changes are proposed as a result of feedback from the consultation period for these draft codes. Consequently, the decision to adopt more of these codes has been deferred until the final content of the codes is more clear.

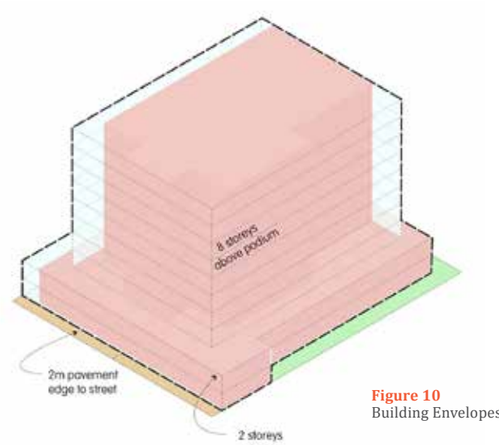


Figure 10
Building Envelopes and Plot Ratio



A

Previous Text:

(Additional text)

Rationale:

Provides an update on key government policies that could be considered in reviewing the ACP. Notably the Precinct Design policy is recognised as being gazetted and therefore a due regard document, while the R Codes Low-Medium Density document is also discussed and its status of not being "seriously entertained" is justified.

Figure 10 is added to indicate conceptually the use of building envelopes and plot ratio in regulating building form (not previously part of the ACP)

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4 Movement

An Integrated Transport Strategy has been prepared for the CBACP and can be found as an Appendix to this Activity Centre Plan. This Chapter of the CBACP provides a high level summary of the key issues and recommendations for transport in the CBACP area.

4.1 Regional Movement Perspectives

4.1.1 Transport implications of Perth Metropolitan Growth

The regional transport implications of Perth's forecast growth are substantial, potentially generating up to 2.5 million additional daily car trips to 2031 and over eight million car trips to 2050 on regional roads if significant interventions and changes in urban form and behaviour are not achieved. Regional transport networks – both road and passenger rail - cannot accommodate continued business as usual growth which focusses on outer suburban development with employment focussed in the Perth CBD, requiring over a million people travelling into the City for work each day.

The development of transit oriented developments and activity centres across the Perth Metropolitan Region is essential to enable efficient transport in the future. Benefits to transport and efficient movement include:

- Density in close proximity to public transport assets creates higher demand for public transport that makes investment in improved services cost effective for government;
- Mixed use, including residential and employment development, in an area of amenity provides for employment self-sufficiency, and potential for employment self-containment, reducing the need for people to travel on road or public transport for work;
- Provision of employment in nodes around the Perth Metropolitan Region intersects the number of trips to the Perth CBD, relieving pressure on regional infrastructure in the inner suburbs;
- Provision of density closer to the City with good access to public transport reduces the number of people living in the suburbs with limited public transport, and therefore reduces the number of vehicles on the regional network from the suburbs to the CBD.

4.1.2 Regional Movements and the Canning Bridge Activity Centre Plan Area

The CBACP area is strategically located to benefit from the existing good road and rail connections. Intensification of development in this area will not be without challenges, but there is an opportunity to create an area that takes advantage of the local circumstances to build a local economy with high levels of self-sufficiency.

The CBACP area's location in relation to significant regional transport facilities brings several opportunities and challenges. Transport infrastructure within the study area currently serves two separate functions:

1. Regional road transport – connecting Fremantle and Perth's southern suburbs to the Perth CBD via Canning Highway and Kwinana Freeway;
2. Strategic public transport interchange – with the Canning Bridge Rail Interchange and nine bus services crossing the river.

Figure 11 Broad current regional transport flows shows current indicative regional demands within the CBACP area, based on the Main Roads Regional Operations Model (ROM) and information provided by the Public Transport Authority.

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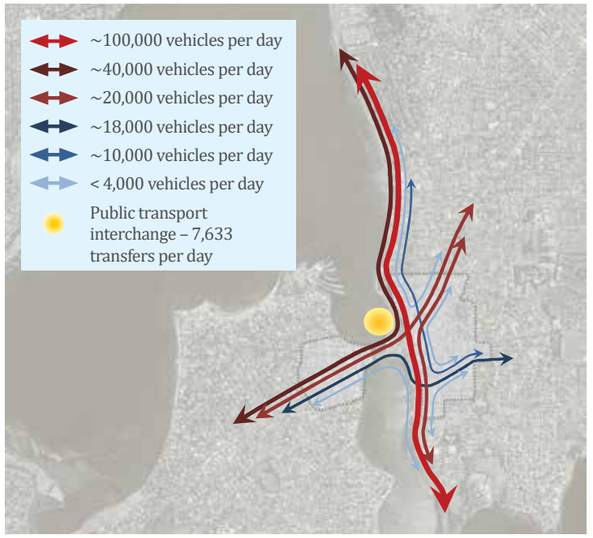


Figure 11 Broad current regional transport flows

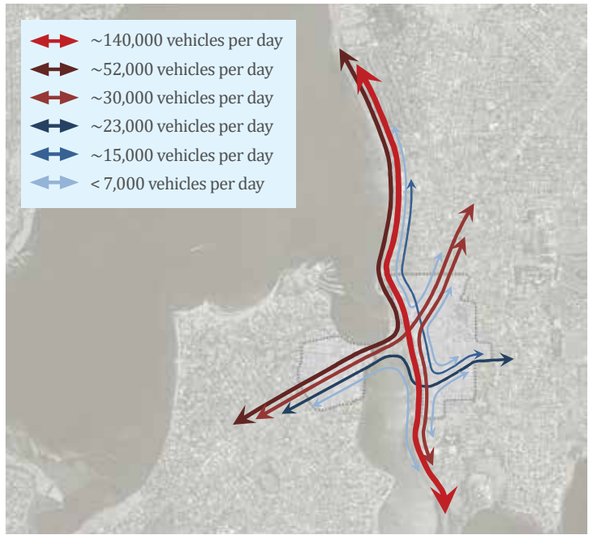


Figure 12 Indicative 2031 regional transport flows within the Canning Bridge Activity Centre Plan area 2031

Growth forecasts for the Perth Metropolitan Region will place significantly higher demand on regional transport networks, including regional infrastructure within the CBACP area. These increases are a result of broader metropolitan growth, as well as growth associated with current zoning within the CBACP area, which already allows for significant infill development. This regional growth is anticipated irrespective of implementation of the CBACP. Indicative 2031 traffic flows, based on the Main Roads ROM are shown in Figure 12 Indicative 2031 regional transport flows within the Canning Bridge Activity Centre Plan area 2031.

Regional traffic modelling indicates that the CBACP area may experience an increase in regional flows in the order of 36 percent to 2031, irrespective of the implementation of the CBACP as the current zoning of the area facilitates similar levels of growth to 2031. This assumes there are no major interventions to increase capacity in the regional network.

The location of the CBACP area in relation to the existing rail station, bus services, as well as potential light rail and ferry services creates potential for development of a transit oriented development (TOD). Planning for TOD will enable the study

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area to move away from only relying on the regional road network for transport purposes, and reduce regional traffic movements by intersecting and displacing vehicle demand generated from urban expansion in the outer suburbs and employment concentration in the Perth CBD, and by increasing access to public transport and active movements. This opportunity can only be realised if the connection to the train station from bus services and from CBACP destinations is safe, direct and efficient.

With the implementation of the CBACP and achieving mode share targets provided in the Integrated Transport Strategy, growth within the CBACP area will broadly represent only 12 percent of 2031 indicative regional volumes. Delivery of the CBACP provides for potential savings on the regional road network, enabling investment in various interventions to change the way in which people will move through and within the area.

4.1.3 Place Implications of Regional Transport Planning

The challenge for the precinct is how it will accommodate growth of regional commuters without compromising on the place values held by the community and investment in the place to deliver on the expectation of the community and its visitors. The public realm investment necessary to support the precinct (as an agreed outcome of the Review) is at risk from the impacts of MRWA's proposed duck and dive design for Canning Highway. This is in addition to the risk of severance of the precinct and Canning Bridge community from undesirable changes to Canning Highway.

The challenge for the ACP is land use planning remains disconnected from transport planning (from the perspective of regional infrastructure investment). The ACP Review progressed with some agency contributions, however poor infrastructure integration with the ACP remains a high risk. If this risk materialises, poor design responses to increasing the capacity of Canning Highway will:

1. Significantly impact on the amenity of the street network that connects to Canning Highway - the cornerstone to the place creation strategy of the ACP Review;
2. Deter business and private investment, diluting the mixed-use intent for the precinct to localise employment opportunities and reduce car dependency and
3. Further segregate of the community and local economy south of Canning Highway (in and adjoining the ACP) from the community services and infrastructure (like public transport).

In this event, it is likely that the precinct will face very significant challenges to succeed in its role as a transit-oriented development, and negative impacts will become more difficult to manage.

4.2 Local Movement Perspectives

The CBACP focuses on a range of techniques, technologies, and planning interventions to match demand to capacity across various modes in order to support the CBACP objectives. These interventions include:

- Demand management, which involves taking active measures to reduce the number of trips generated each day (regardless of mode of travel), or in other words, reducing the need for people to travel.
- Mode shift, which describes the phenomenon by which people change their main method of travel from one mode to another (e.g. car to walking, cycling or public transport)
- Peak spreading, which is the redistribution of trips during the peak period to other times of the day. This improves the utilisation of the road by reducing the maximum level of demand on the road network, thereby resulting in less congestion.
- Improved network operations, which involve finding and implementing measures designed to make better use of the existing road and public transport infrastructure, thereby increasing its overall capacity.

The CBACP takes a holistic approach to movement, providing a focus on directions of movement and hierarchies across all forms (car, bus, bike, pedestrian etc), rather than individual consideration of the infrastructure requirements of various modes. Ensuring infrastructure within the CBACP area responds to the needs of all transport modes – with particular focus on active and public transport – will assist the achievement of target mode splits shown in Table 1.

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Table 1 Target mode splits for Canning Bridge Activity Centre Plan Area

Mode	Current zoning (BAU)	CBACP to 2031	CBACP to 2050
Car Driver/Car Passenger	63.7%	50%	35%
Train, light rail, BRT, Bus, Ferry	15.1%	20%	25%
Walking, cycling	3%	7%	12%
Telework (work from home)/ shop (internet retail) etc	16.3%	20%	25%
Taxi/motorbike	1.8%	3%	3%

4.2.1 Movement Hierarchy

The movement hierarchy provides the overall approach to transport planning in the CBACP area, along with recommended spatial corridors to support all movement modes, including active and public transport movements. The local movement hierarchy provides the spatial foundation for all other transport interventions and strategies.

It should be noted that the street network in the CBACP area is not solely for movement; it also forms a significant source of character and identity as part of the public realm. This is discussed further in section 6.1.4.

The local movement hierarchy facilitates local movements within and outside of the CBACP area in two ways:

- using strategic public transport and cycling infrastructure to link the CBACP area to its surrounding region; and
- promoting pedestrian and cycle movements and local public transport to link Quarters within the CBACP area to each other and to strategic public transport infrastructure.

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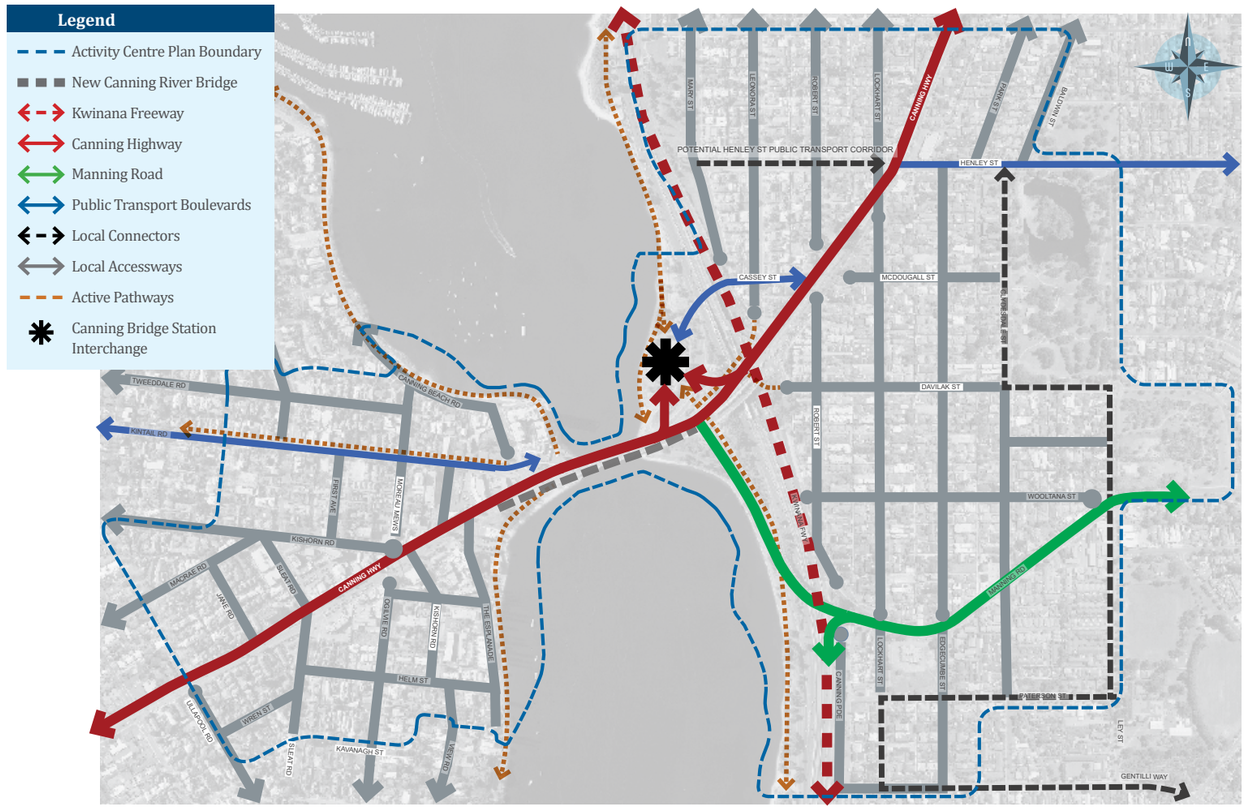


Figure 13 Canning Bridge Activity Centre Plan Area Movement Network Plan

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This Movement Hierarchy is shown in Figure 13 Canning Bridge Activity Centre Plan Area Movement Network Plan. The local road hierarchy shows the Canning Bridge Station Interchange and Canning Highway as the focus for movement. These strategic public transport assets are connected into the CBACP Quarters through "public transport boulevards" and "local connectors". To be an effective TOD, the pedestrian connection to the interchange needs to be safe, direct and efficient.

"Local access ways" prioritise pedestrian and cycle movements to enable residents and workers within the CBACP to easily access local services, employment and link into public transport. The detail of this movement hierarchy is shown through typical midblock cross sections at each of the movement corridor types.

The Movement Hierarchy is made up of a number of concepts and cross sections as follows:

Canning Bridge Station Interchange

The centre of the Movement Network Plan, Q6, will comprise the Canning Bridge Station Interchange. Figure 14 Indicative sketch – Canning Bridge Station Interchange is an indicative sketch of how the new bus station may link into the adjacent foreshore area.



Figure 14 Indicative sketch – Canning Bridge Station Interchange

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Figure 15 Indicative cross section – Canning Highway

Canning Highway

Canning Highway becomes a linear focus for regional public transport with the introduction of dedicated lanes for priority public transport (rapid transit) along with enhanced pedestrian and cycle connections. Figure 15 Indicative cross section – Canning Highway illustrates a typical mid-block cross section of Canning Highway in the Western Quarters (a typical cross section of Canning Highway through the Eastern Quarters is two lanes plus bus lanes in each direction). Note that this does not depict the duck and dive proposal.

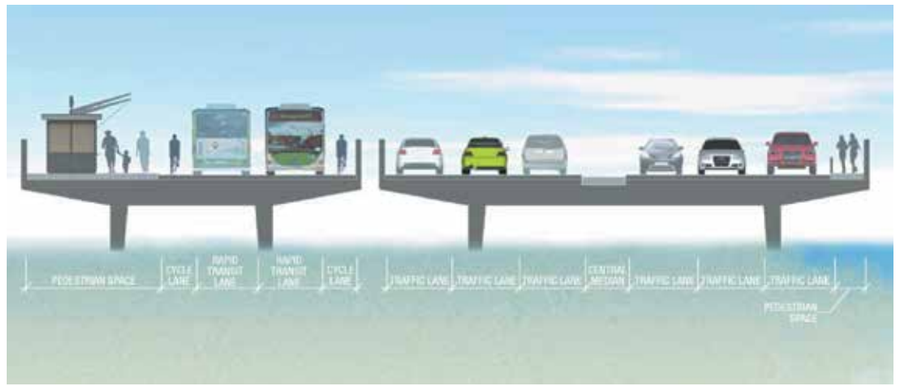


Figure 16 Indicative cross section – Canning River Bridge

Canning River Bridge

A new traffic bridge will eventually carry regional traffic, whilst one of the old heritage bridges will be retained as a place exclusively for public transport, cyclists, and people. The large space for pedestrians will create opportunities for markets, stalls, and shelter from weather to better link Q1 and Q2 to the station. Figure 16 Indicative cross section – Canning River Bridge shows an indicative cross section.

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Manning Road

Future road upgrades to Manning Road will provide enhanced pedestrian and cycle connections as shown in Figure 17.



Figure 17 Indicative cross section – Manning Road

Public Transport Boulevardes

Linking residents – public transport boulevards will place priority on public transport, with opportunity to bring rapid transit services and light rail into the Quarters as per Figure 18.

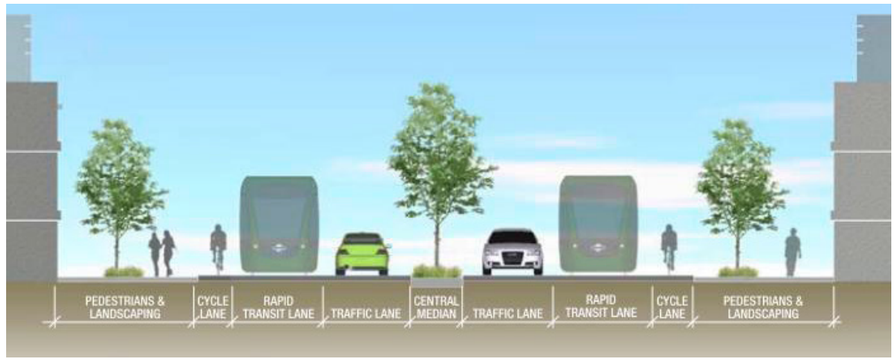


Figure 18 Indicative cross section – Public Transport Boulevards

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Figure 19 Indicative cross section – Local Connectors

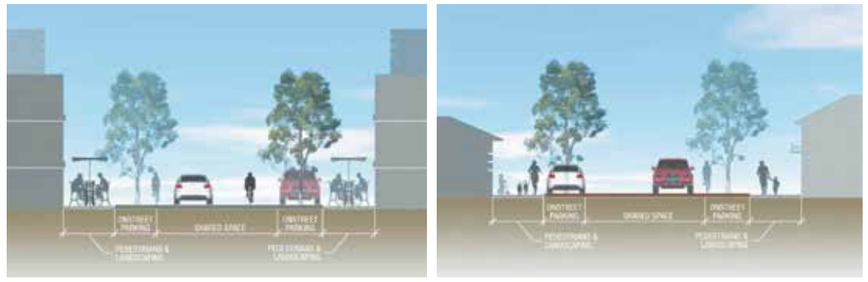


Figure 20 Indicative cross section – Local Access ways

Local Connectors

Local connectors will link local development areas to public transport boulevards, and facilitate pedestrian and cycle movements in the context of vehicle congestion. These links will also provide public transport and private vehicle access into the residential and commercial areas. These roads will provide dedicated cycle and pedestrian areas to encourage active transport into and out of the area.

Local Access ways

Shared spaces allow for public transport and local vehicle access whilst encouraging pedestrian and cyclist safety and comfort. Internal detailed road design will encourage public transport, cyclists and pedestrians rather than private vehicle movements.

The design of local access ways will be different in retail areas and residential streets, with activity and vibrancy on the street encouraged to support urban design strategies. Figure 20 illustrates the indicative cross sections.

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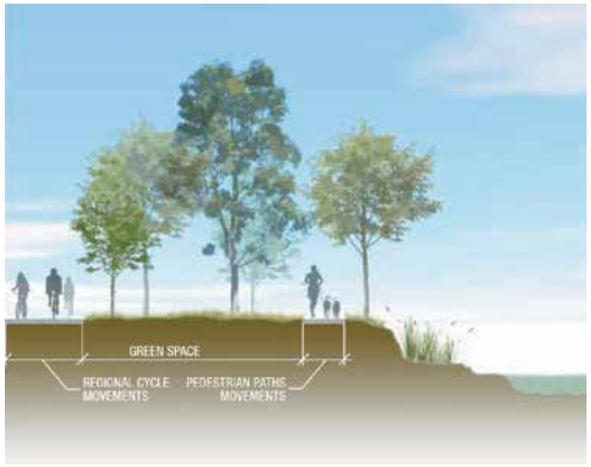


Figure 21 Indicative cross section – Active Pathways

Active Pathways

Active pathways provide exclusive links for pedestrians and cyclists. Regional cycle movements, particularly linking into the Perth Bicycle Network and commuter pathways, will be separated from pedestrian paths to provide greater safety as shown in Figure 21.

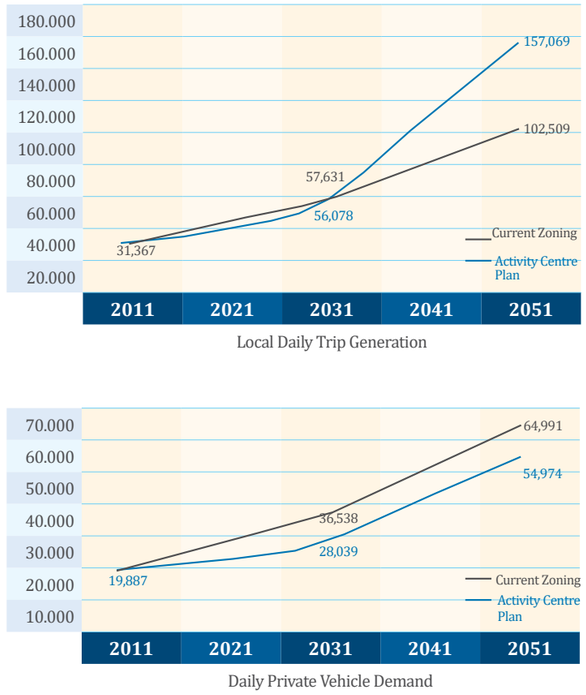


Figure 22 Trip generation and private vehicle demand – current zoning potential vs implementation of Canning Bridge Activity Centre Plan

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4.3 Transport Demand

Local transport demand (trips per day) in the CBACP area is shown in Figure 22 Trip generation and private vehicle demand – current zoning potential vs implementation of Canning Bridge Activity Centre Plan. This compares anticipated demand with implementation of the CBACP with increased demand that will occur through current zoning and natural redevelopment.

In the medium term, total transport demand in the CBACP area to 2031 increases to a similar scale irrespective of implementation of the CBACP. However by achieving greater mode share as shown in Table 1 Target mode splits for Canning Bridge Activity Centre Plan Area the implementation of the CBACP can actually decrease the demand for private vehicles.

To achieve these modal share targets, a number of strategies have been identified, as follows:

4.3.1 Providing greater accessibility to strategic public transport

With the increased number of trips that will be generated from the CBACP area, a mode shift from private cars to public transport will be critical to ensure the continued accessibility, liveability and productivity of the precinct. An aspirational target of 20% of all trips in the precinct being made using public transport by 2031 is proposed in order to achieve this. This section provides a summary of recommendations to achieve this target.

It should be noted that any specific recommendations relating to public transport services are subject to review, approval and implementation by the Public Transport Authority (PTA).

Canning Bridge Station Interchange

- Improved Canning Bridge Station Interchange
- No park-and-ride
- Kiss-and-ride area

Enhanced Bus Infrastructure

- Priority bus lanes along Canning Highway
- Pedestrian Action Plan
- Medium term removal of buses from Canning River Bridge.
- Long term removal of buses from Kwinana Freeway/Canning Highway interchange.

Enhanced Accessibility

Enhancing Public Transport Accessibility Level (PTAL) by:

- Reduced walking distance to services
- Increased frequency of services
- Improved mode reliability and preference
- Improved versatility
- Introducing new and/or rerouting services
- Providing regional, local and special routes to Garden City/ Curtin University/Murdoch
- Increased bus frequencies

An initial baseline analysis of existing public transport services within the CBACP area is illustrated in Figure 23.

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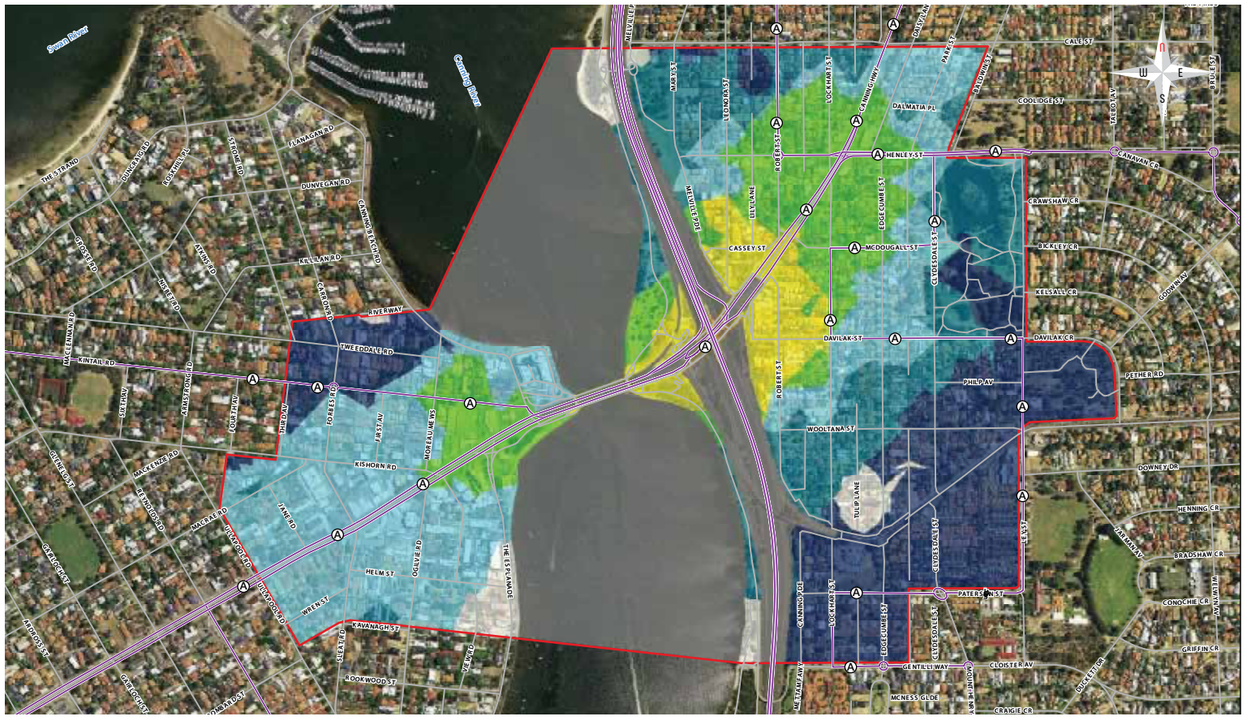


Figure 23
Current Public Transport Accessibility Level

- Transperth Stops
- Transperth Services
- Road/Path
- Area Excluded from Analysis

Public Transport Accessibility Levels

- No Value
- Category 1: 0.01 - 2.5
- Category 2: 2.51 - 5
- Category 3: 5.01 - 10
- Category 4: 10.01 - 15
- Category 5: 15.01 - 20
- Category 6: 20.01 - 25
- Category 7: 25.01 - 40
- Category 8: 40.01 +
- Study Area

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4.3.2 Pedestrian and Cycle Movement

The integrated transport strategy for the CBACP area aims to develop a transport system that promotes accessibility, liveability and good health outcomes. To achieve this, every effort needs to be made to encourage persons to consider walking and cycling as a real alternative to the car for some or all of their daily trips. Thus, travel within the precinct should focus on the ease of travel by bicycle or on foot. Any trips that are shorter than three kilometres should be candidates for either cycling or walking.

Figure 24 Pedestrian Network Plan shows the Pedestrian Network Plan, showing key desire lines and areas requiring enhanced access and crossings. Figure 25 Cycle Network Plan illustrates the Cycle Network Plan.

Facilitation of pedestrian and cyclist movement is a fundamental strategy for the CBACP. A number of structural, land use, and other strategies to encourage walking and cycling as a mode of choice will include:

- Provide shared spaces
- Reduce road speeds in the central CBACP area
- Activate frontages
- Provide footpaths of appropriate widths and standard
- Improve the permeability of network and provide facilities to support active transport options
- Provide quality public spaces
- Lighting, day and night
- Mid-trip and end-of-trip facilities
- Shade and shelter

4.3.3 Parking management

The parking strategy incorporates the following sustainable parking principles:

- Focus on people access not vehicle access;
- Provide efficient and effective alternatives to car access;
- Parking policy and strategy must support sustainable transport;
- The appropriate amount of parking for a centre will be well below the unconstrained demand for parking; and
- The provision of parking requires a demand management, not a demand satisfaction approach.

Parking approaches within the CBACP area move away from the "predict and provide" approach to consider initiatives that focus on management and an "appropriate" supply of car parking.

4.3.4 Improved technology and changing practices

The following additional list of practices, developments and technologies are proposed to assist in managing and promoting efficient movement through the CBACP area;

- Improved network operations
- Promoting local employment and services
- Working/shopping from home
- Peak spreading
- Car sharing systems
- Effect of increasing road congestion, parking difficulties and fuel prices on mode choice
- Effect of demand management, road pricing to reduce congestion.

It will be noted that many of these strategies require commitment from all levels of government to complement the commitment to development intensification from local government represented in the CBACP, to ensure effective integrated land use and transport planning, and genuine transit oriented development for the CBACP area.

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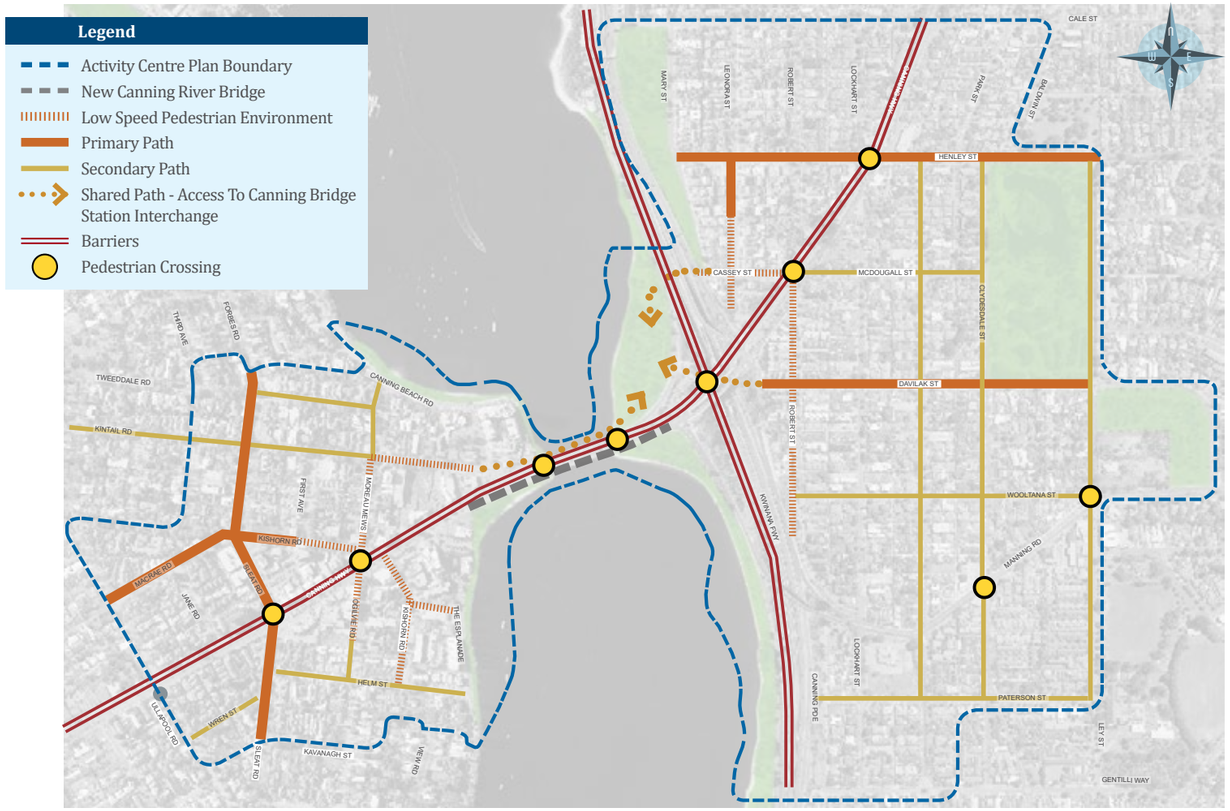


Figure 24 Pedestrian Network Plan

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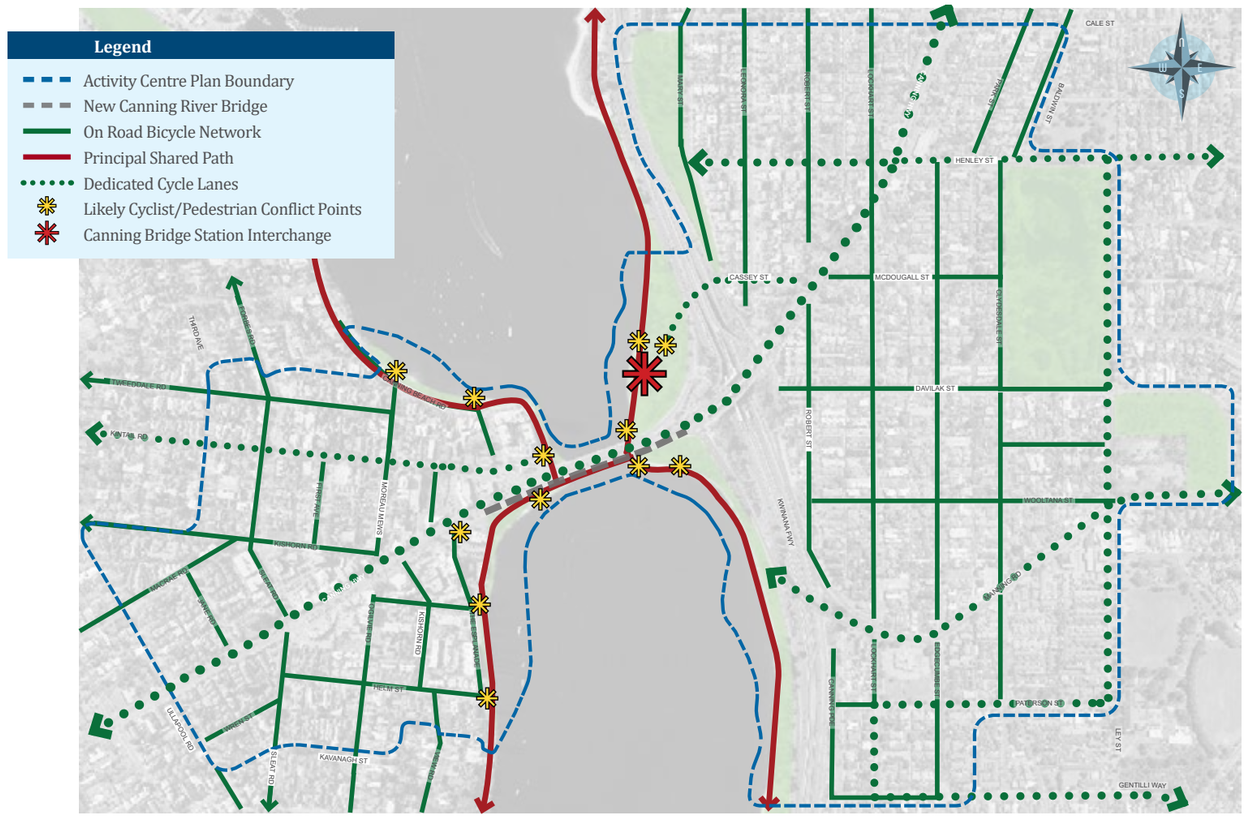


Figure 25 Cycle Network Plan

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4.4 City of Melville ACP Review and Movement Networrk

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

4.4.1 Transport + Parking Strategy + Implementation

The ACP correctly promotes modal shift as a transport strategy to address this broader issue, accommodate population growth and mitigate impacts of new development. However, the community is discouraged that it is burdened with the impacts of significant new development, with no commensurate investment to promote or implement a modal shift in transport (and remaining uncertainty about the future transport network). A comprehensive, holistic transport + parking strategy, that accommodates the revised ACP goals and principles, is required to advocate and implement this change in collaboration with all State transport agencies and the Department of Planning Lands and Heritage.

4.4.2 A Shift of Focus

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

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

4.4.3 A Local Road Hierarchy + New Village Heart

A logical calibration of open spaces and street types is proposed, each paired to a complementary rule of land use and building types that would create the built environment. As each street will be designed to perform a role and function, building types will need to correlate to and complement the role of the street. This relationship is interpreted through the assignment of preferred uses to determine the correct frontage treatment of buildings (trading frontages, non-trading frontages or various residential uses). This, in simple terms, creates the foundation for logical development control as well as a basis for vital and orderly government investment in the public realm - vital to attract quality design and development outcomes, as well as business and other private investment into the area. It is noted that the focus of this development control is on the ground and lower floors, independent of height controls.

The local road hierarchy was configured to support an agreed a new village heart at Moreau Mews, north of Canning Highway. This location recognises the:

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

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Previous Text:

(Additional text)

Rationale:

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

- Promoting a modal shift away from the private car that delivers social, economic and environmental benefits, and seeking further state government support to complement significant local efforts
- Promoting a holistic approach to transport and walkability, both in regulating built form and in investing in the public realm to create appealing and walkable routes and destinations.
- The importance of the street frontage controls in the ACP, complemented by investment in the public realm, to deliver a precinct that meets the expectations of the community and reflects the desired character while sensitively accommodating growth
- Creating a community heart north of Canning Highway (for example around Moreau Mews and Kishorn Street) as a magnet to attract visitors, employment and economic activity
- Firm advocacy of a preferred approach for the future of Canning Highway, showcasing the opportunities of a covered/tunnel approach for future regional traffic, such as avoiding further segregation of the community

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

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- The importance of the street frontage controls in the ACP, complemented by investment in the public realm, to deliver a precinct that meets the expectations of the community and reflects the desired character while accommodating growth
- Creating a community heart north of Canning Highway (for example around Moreau Mews and Kishorn Street) as a magnet to attract visitors, employment and economic activity
- Firm advocacy of a preferred approach for the future of Canning Highway, showcasing the opportunities of a covered/tunnel approach for future regional traffic, such as avoiding further segregation of the community

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4.4.4 Regional Traffic

The ACP regulates development on private land within the ACP area. However, regional and externally-generated traffic will continue to form a large proportion of the traffic running through the ACP area. This will occur largely independent of interventions in the ACP area to effect modal shift away from private vehicle travel.

The risks and issues for the ACP area as a result of accommodating undue growth in regional traffic have been outlined in section 4.1.3 including

- Impact on streets as public, pedestrian-friendly spaces and the lifeblood of vitality, social connection and local identity for Applecross and Mount Pleasant
- Removal of highly valued trees on important and iconic streets, such as Kintail Road, with notable impact on local character, temperature regulation
- Reduced appeal of the precinct as a place for shopping, working and recreating (which creates further, downstream traffic impacts as journeys are longer)
- Severance of the local community with a substantial barrier which would be the cause of substantial physical, social, environmental and economic impacts

Ultimately a regional approach to shifting travel demand will contribute to a more appealing precinct, and deliver substantial benefits to ACP area, the surrounding community and the region.

Leadership from all levels of government is required to address this adequately. In lieu of regional traffic being effectively managed and modal shift being stimulated – as has been consistently advocated for a substantial period – a range of substantial and avoidable negative impacts will need to be managed.

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5 Activity

5.1 Land Use Activity

5.1.1 Existing

The CBACP area is a diverse precinct with a mix of primarily residential, commercial office space and supporting retail and entertainment amenities. Currently, the CBACP area includes approximately 1,900 dwellings, with approximately 37,417 square metres of non-residential floor space in 2008.

Table 2 Non-residential Land Use Activities - Existing

Land Use Activity	m2	% of Total Floor Space
Manufacturing/Processing/Fabrication	231	0.62
Storage / Distribution	200	0.53
Service Industry	584	1.56
Shop / Retail	4,714	12.60
Other Retail	710	1.90
Office / Business	25,232	67.43
Health / Welfare / Community Services	662	1.77
Entertainment / Recreation / Culture	5,041	13.47
Utilities and Communications	43	0.11
Total	**37,417**	**100**

Due to the maturity of the centre there is a good mix of uses between commercial, retail, residential and community and there is no specific intervention required to increase diversity, although there is a reasonably low proportion of retail offered. The growth of the centre is predicted to result in a distribution of uses consistent with the current situation although there is likely to be some reductions in land uses such as manufacturing and storage due to the increased density and land values.

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There are currently a number of community, civic and cultural facilities within the precinct providing a high level of amenity, especially on the western area of the precinct. These are expected to be supported by facilities established on the Eastern Quarters as development occurs in the future.

Future retail offerings should maximise pedestrian benefit by locating new retail along linking pathways (see Figure 1 The Canning Bridge Activity Centre Plan) and in areas that can support high footfall. This objective is supported by the design guidelines developed in conjunction with the CBACP.

5.1.2 Future (Vision)

The development of the precinct is expected to achieve considerable levels of growth in the following decades and will result in changes to distribution and diversity of land uses, as shown below in Table 3.

Table 3 Non-residential Land Use Activities - Future

Land Use Activity	m2	% of Total Floor Space
Storage / Distribution	5,154	3
Service Industry	8,590	5
Shop / Retail	25,771	15
Other Retail	3,436	2
Office / Business	94,494	55
Health / Welfare / Community Services	17,181	10
Entertainment / Recreation / Culture	8,590	5
Utilities and Communications	8,590	5
Total	**171,808**	**100**

5.2 Diversity Target

The diversity target (the ratio of retail compared to other activities) which is applied to the CBACP under SPP 4.2 is exceeded substantially, with more than 80% of the non-residential offer comprising uses other than retail. This does indicate that additional retail offerings could be accommodated, although the challenges of the location (access and parking) and the natural advantage of the CBACP area for attracting office, entertainment and residential uses may compete with larger retail uses.

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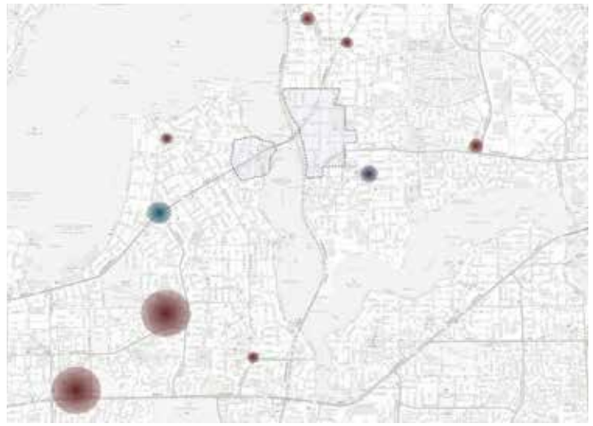


Figure 26 Retail Offer in proximity to the Canning Bridge Activity Centre Plan Area

5.3 Retail Sustainability

Presently the precinct exceeds the non-retail performance targets set out in State Planning Policy 4.2 for a District Centre and this is not expected to be affected by implementation of the CBACP. The CBACP area has evolved as a sustainable commercial and residential based centre that has a small level of retail that supports local needs. There are a number of centres in close proximity to the CBACP area that meet a large proportion of retail needs, especially for larger retailers (in particular; Booragoon – see Figure 26).

The growth in the retail offerings of the precinct are expected to grow proportionately with the growth in housing and commercial activity. The retail offering is proposed to be increased from approximately 13% to 17% of all non-residential land use activity.

5.4 Employment Self Sufficiency

There are approximately 1,700 jobs located within the CBACP area. It is expected that with changes to the area over time there will be an increase in service, community and entertainment jobs thus providing a better diversity of employment opportunities. Table 4 Employment below illustrates the changes in employment numbers over time.

Table 4 Employment

Timeframe	Employment	Estimated Floor Space
2014 - Current	1,700	37,417
2031 - Directions 2031 (Central Sub Regional Strategy)	2,000	45,000
2031 - Canning Bridge Activity Centre Plan	2,400	55,000
2051	7,881	140,000
Ultimate Employment	9,272	171,808

Employment distribution for the precinct zone is estimated in Table 5 Employment by Quarter below for the sub-regional areas.

Table 5 Table 5 Employment by Quarter

Quarter	Future Employment	Non-residential (m2)
Applecross	4,022	72,423
Mount Pleasant	2,925	54,878
Como	863	15,458
Manning	1,118	22,131
South Manning	344	6,918
Total	**9,272**	**171,808**

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This indicates the high proportion of jobs which will be based in the Western Quarters as opposed to the Eastern Quarters and suggests that over the longer term higher self-sufficiency in the Eastern Quarters will need to be achieved (taking into account the employment generators proposed in South Perth and Curtin University Precincts).

5.5 Housing Density

The CBACP area is being planned to include a large residential component. Table 6 shows the projected increase in dwelling and residential population for the coming decades.

Table 6 Estimated Dwellings and Residential Population

Timeframe	Dwellings	Population
2014 - Current	1,900	3,800
2031 - Canning Bridge Activity Centre Plan (26%)	4,100	8,000
2051 (78%)	12,106	19,000
Ultimate capacity	15,522	24,215

It is expected that the high density nature of the CBACP area will continue to attract low ratios of persons per dwelling into the future, which can be seen in the persons per dwelling targets. A challenge for the CBACP will be to attract a diversity of demographic groups to ensure the area provides the greatest possible variety of economic activities and employment types. Key to this attractiveness will be physical spaces and entertainment and enjoyment activities which need to be encouraged through the planning process.

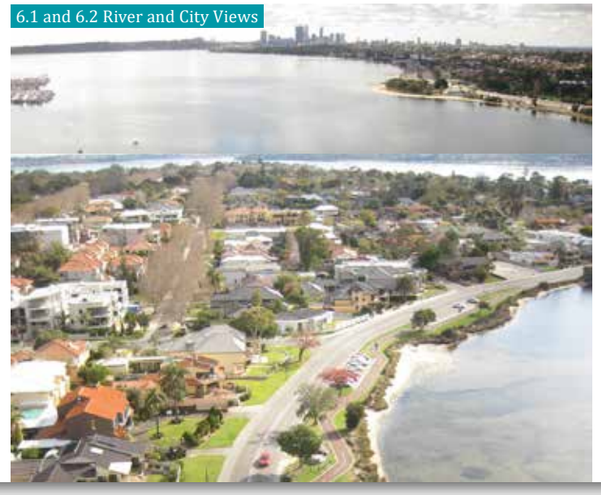
6 Urban Form

Superb natural assets are immediately apparent when considering the urban environment of the CBACP area. In considering the future of the centre, it is both a driver of design and the reason why the CBACP growth targets will be achievable.

It is important to identify the primary competitive advantage that this centre possesses; the physical location of the CBACP area provides outstanding access to river views and the Perth CBD. The views are accessible from most parts of the CBACP area and the topography of the landform supports recurrent viewpoints heading upwards away from the river foreshore. Both business and residents alike will have access to these views, making development of the centre desirable and economically viable.

Conversely, however, an overall observation of the existing built form of the centre is that its commercial development is ageing and in various states of repair, and its housing, whilst comprising of some very new development, is generally characterised by low density grouped housing stock from the 1970s to 1990s.

6.1 and 6.2 River and City Views



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6.1 Place Vision

As noted in Chapter , the CBACP area has been considered in its entirety, with the outcome being the identification of six distinct Quarters, each with an existing urban form which defines the historical and current character of the place. Each of the Quarters has a specific sense of place and dominant land use. This sense of place and land use has been respected and reflected in the principles for ongoing development of each Quarter. In the case of the Q6, where no discernable quality was identified, a fresh new way of connecting the Quarter with its surrounding centre has been enabled.

Whilst the overall vision for development of the entire centre was set during the Canning Bridge Precinct Vision, the development of the CBACP has allowed for a more detailed vision for urban form based on the distinct place represented by each Quarter. A variety of concepts, including differing options for height and public open space, were considered with the community during preparation of the CBACP. The final CBACP has responded to all of the comments, input and feedback from both the community and key stakeholders, to provide a vision for urban form which responds to short and long term needs of the centre in a respectful and coherent manner.

6.1.1 Q6

Q6 will be developed over a period of time, with initial stages comprising the bus station upgrade. The bus station will be elevated at approximately the level of Canning Highway over the Freeway and its visual presence will be offset by high quality design features in the form of architecturally designed roof features and an open concourse allowing views through from lower levels in the Q3 area.

The Canning Bridge Station Interchange should bear the signage of 'Canning Bridge Station'; visible from all directions to identify the station as the unmistakeable central public transport arrival point of the CBACP area.

6.3 Q6 Concept



It will be very important for the long term planning of the Quarter for the design of the bus station to provide for the greatest flexibility of the surrounding foreshore land. Desirable uses include cafes, restaurants, retail shops and civic and entertainment facilities. Some car-free development in taller building forms may be desirable in the long term.

The station itself should comprise travel and ticketing information booths, options for refreshments, storage facilities, shade and shelter and seating. Careful thought towards providing for planting (particularly trees) would be desirable in the design of the elevated bus station structure.

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6.4 Gardens on elevated structures

The adjacent foreshore should be developed comprising a series of terraces which allow for universal access, casual seating and potential amphitheatre style events. Hard and soft landscapes can be used to great effect, providing both programmed and incidental leisure opportunities.

Linkages along the foreshore to the north and south are important parts of the regional pedestrian and cyclist network, and thought should be given to providing well planned stopping, viewing and refreshing areas comprising shade, water, incidental exercise equipment and seating.

In addition, the large expanse of foreshore southwest of the existing interchange has the opportunity to be developed into a highly desirable yet 'restful' alternative to the activity proposed in the north-western foreshore. An opportunity exists here to partner with the local community and historians to re-create a wetland rivers edge which reflects the past use of the land.

Critically, connectivity to both western and eastern Mixed Use areas will need to be improved. Pedestrian and cyclist overpasses and bridges will be critical to ensuring the long term enjoyment and safety of the Quarter. The development of a bus bridge to the east, currently planned in the Cassey Street area, is a critical connection for Q3 and Q4, which are currently very badly serviced despite their proximity.





6.5 and 6.6. Hard and Soft Landscapes

To the west the development of new bridges across the Canning River for Canning Highway will enable the re-use of the existing heritage listed wooden bridges for a shared public transport and pedestrian and cycle pathway. Examples such as the Pyrmont Bridge across Darling Harbour in Sydney provide good reference. Well planned shade and shelter, small cafes or pop-up outlets, and a safe and secure pathway will ensure this linkage becomes an active and enjoyable connector for the CBACP area community.

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6.7 Pyrmont Bridge, Darling Harbour

6.1.2 The Mixed Use Zones

The Mixed Use area of the CBACP will be developed as high density, active urban space. Following on from examples throughout Perth, such as the urban form of Forrest Chase, development in West Perth and parts of East Perth, the form will provide for pleasant and unimposing streetscapes at ground level, with taller tower elements set back. Heights will be as indicated on the Land Use, Built Form and Zones Plan (Figure 27 Land Use, Built Form and Zones) and shall be further guided by the Design Guidelines. Ten to fifteen storey development is encouraged in the Mixed Use Zones.

A mix of overall heights will be encouraged between 10 and 15 storeys, and some buildings will have additional height where exemplary design or provision of community infrastructure is provided.



6.8 Lower floors addressing the street and tower elements set back from view



6.9 and 6.10 Streets with active frontages and awnings for enhanced pedestrian enjoyment



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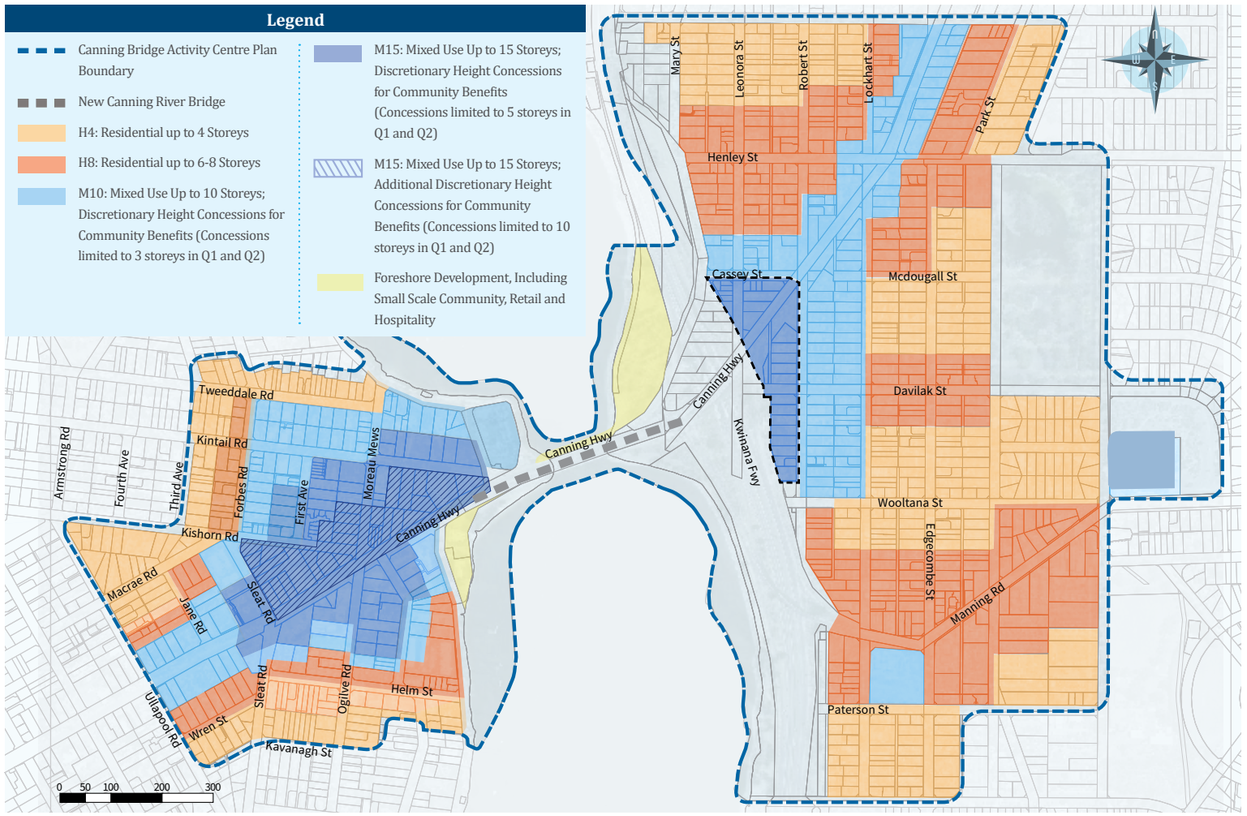


Figure 27 Land Use, Built Form and Zones

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Previous Text:

(Updated graphic)

Rationale:

Replacement Heights Plan, repeats updated Heights Plan (Plan 2) in Part 1

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Identified key pedestrian routes will be addressed more specifically; land uses and design requirements will reinforce the nature of these streets as desirable pathways, with a focus on retail and entertainment uses along these streets, whilst office and apartment entrances may prevail on other streets.

Street setbacks will include awnings for shelter and special consideration will be made for building entrances near to public transport stops. Frontages will be open, with extensive glazing ensuring a clear interaction between the internal and external spaces of buildings. Spaces which blur the line between private and public will be encouraged to create a sense that the entirety of the centre is part of the public realm.

More specifically, it is expected that the Western Mixed Use area (compared to the Eastern Mixed Use area) will comprise a generally taller and denser built form. It will generally be dominated by commercial and entertainment uses, with residential uses prevailing in the urban fringe areas.



6.11 Pedestrian walkways linking between buildings



6.12 and 6.13 Space within the private realm that appears 'public' by design



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Kintail Road, a key pedestrian spine, will be an intimate and active public space, where vehicles yield to people

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 wayfinding 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.

In the Eastern Quarters, taller buildings will be confined to a much more compact core surrounding and including the Canning Bridge Station Interchange. Residential and commercial uses will be mixed and landmark buildings will be located at the point where the centre meets Q6.

The western end of Davilak Street, where pedestrians intersect before heading to and from the Q6, will be an enjoyable meeting space.

The Eastern Quarters are proposed to be more closely associated with their residential origins, allowing some change to land use along key linking pathways through the CBACP area, but generally encouraging increased residential housing opportunities and choice. It is likely that the Eastern Quarters Mixed Use Zone will take longer to develop, with much more fragmented land ownership across multiple strata dwelling developments.

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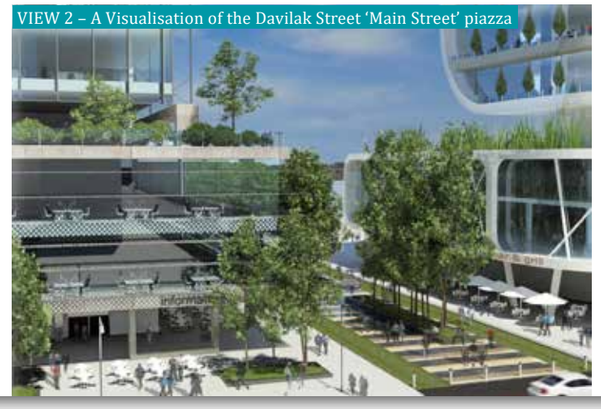
Development in both Mixed Use areas will respect the scale of the street at the base of development, and the dominant form of development will be 2-3 storey podium style development with tower elements set back an adequate distance so as to be visually unimposing.

6.1.3 The Residential Zones

The residential urban surrounds in all Quarters will be a blend of 4-8 storey buildings, allowing for a good cross section of dwelling types and styles in each Quarter. The extent of density in each of the Quarters reflects the general extent of the study area; that is, the Western Quarters are quite compact, and the surrounding urban frame will also be compact yielding very rapidly to the surrounding low density suburban area, whilst the Eastern Quarters are much more spread and allows for a far wider urban frame to develop.

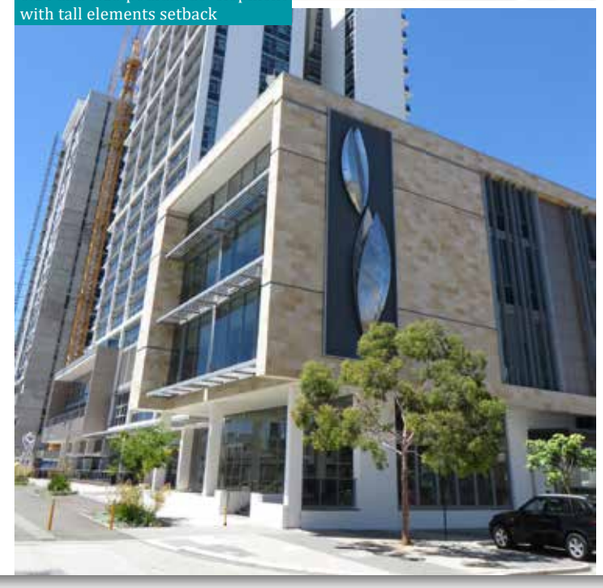
Closer to the Mixed Use Zone, it is expected that the form of the residential frame will start to mimic the ground level styles of Mixed Use Zone buildings, whilst further away from the Mixed Use Zones, the building form may reflect almost exactly what is currently being developed in the area.

VIEW 2 – A Visualisation of the Davilak Street 'Main Street' piazza





6.14 and 6.15 podium development with tall elements setback



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6.17 and 6.18 Lower scale residential development





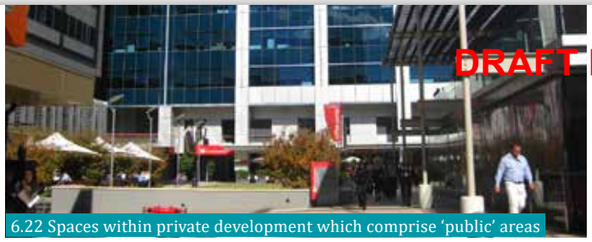
6.19 and 6.20 and 6.21 Medium density development reflecting the style of the Mixed Use (M10) areas





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6.22 Spaces within private development which comprise 'public' areas



6.23 Private spaces where the public are invited to congregate

6.1.4 Public Realm

The CBACP area is quite obviously lacking in large expanses of green open space, with the notable exception being the large expanse of open space which is the Swan and Canning Rivers. It is therefore critical that the public realm of the centre be carefully considered.

In considering the centre and determining the purpose and expectation for each of the Quarters, a vision for the use of the public realm has been established. It is the responsibility of all landowners, public and private, to contribute to the public spaces which enliven the centre.

Rather than attempting to re-introduce open playing fields, the CBACP seeks to celebrate the urban spaces which contribute to the sense of place and the feeling of the centre. In a constrained context within the Kintail and Ogilvie Quarters in particular, there is a natural preference towards small, intimate spaces as they after often easier to secure and establish. However the needs of the growing precinct also need to be considered and delivered over a longer term, including meaningful connection of smaller spaces, and consideration of larger spaces.

To this end, within Quarters 1 and 2, there is opportunity to complement the open space network to strengthen visual and pedestrian connection to the river, and make prudent use of land owned (in freehold) or managed by local government



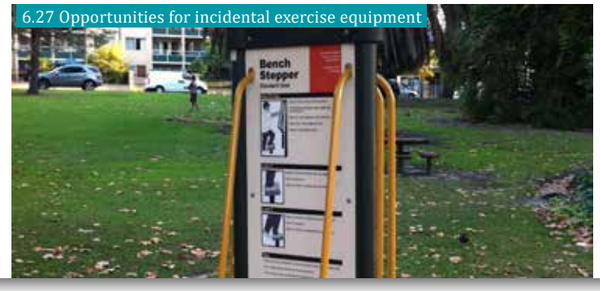
6.24 Green walls and roofs creating enjoyable private space which can [illegible]



6.25 Incidental public art which contributes vibrancy



6.26 Re-created wetland edges which contribute to the public realm and provide opportunity for environmental improvement



6.27 Opportunities for incidental exercise equipment

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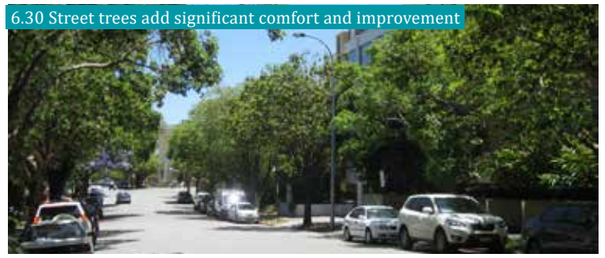
6.28 Programming of spaces



6.29 Interesting temporary use of space – taking back the roads



6.30 Street trees add significant comfort and improvement



6.31 Shelter along walkways can encourage greater use and improve overall accessibility



community.

Areas within the private realm that converse well with the adjacent street will be encouraged; open piazzas which envelope café seating and retail entries adjacent to nearby bus stops, or areas for youth play are highly desirable. A series of these connecting small spaces will make each of the spaces more intimate, but also contribute to the whole experience.

Buildings which incorporate green elements will be similarly supported; from green roofs to green walls and any permeation where the sense of outdoor space can be observed by others and can assist in combatting the urban heat island effect, delivering sustainability benefits.

Some large areas do exist where the Local and State Government can play a role in delivering more active spaces. The river can become part of a series of re-created wetlands including walking trails and education signage. The Tivoli Theatre and Library area should be the community heart of the Western Mixed Use area, with a multi user civic facility developed around an intimate plaza providing space for local events and market places.

A small, active square is envisaged at the end of Davilak Street which leads to the Q6 and it would also be desirable to seek to increase the community activation of MacDougall Park with additional small scale café or community spaces.

Opportunities for public art should be considered as part of a public art scheme within the centre.

Comfort in the public realm is also important and it should be recognised that shade and shelter play a big role in the walkability of the centre. Street trees will play a big part in maintaining the current spaciousness of the street networks, even after development is complete. The pedestrian and cycle way connecting across the river must be provided with some opportunity for shelter from wind, rain and intense sunshine.

6.1.5 Private Spaces

The public realm will need to be supported by private entertaining and recreation spaces. This is commonly occurring in significant developments throughout the Perth metropolitan area and many examples can be referenced. Areas which comprise good quality recreation opportunities, or allow for planted vegetation which can also be seen and/or accessed from the street will be encouraged, as this strengthens the sense of activation and passive surveillance around the centre.

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Previous Text:

(Relocated text)

Rationale:

Text not modified but moved from page 116 to assist with legibility of masterplan. Layout of images on pages 114 and 115 adjusted accordingly.

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Previous Text:

(Additional text)

Rationale:

Description of masterplan including elements not readily visible from the plan as presented, reflective of the ACP review and subsequent proposed changes to the ACP.

Legend associated with the Masterplan itself provides points of reference on the masterplan highlighting key features.

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6.1.6 Masterplan from ACP Review

The Place Design Forum provided an environment to interpret the principles agreed with participants through 2- and 3-dimensional design techniques. The below drawing included key place concepts that interpreted some of the important principles to better define the ACP area.

- Destination Nodes: Canning Bridge Village, Heritage Gateway and Canning Bridge Road + the Foreshore Rowing Hub;
- Defined a strong identifiable community heart at Moreau Mews for the Canning Bridge Village;
- Skewing the walkable catchment northward to recognise the location of the community heart and to favour a corresponding emphasis for new development to the north of Canning Highway enabling a relaxation of development pressures south of Canning Highway to recognise the introduction of impact controls that respond to a desire to protect amenity of existing residents;
- Strengthen hierarchy of street types and building heights;
- Improved River/ Pedestrian Connections through investment in the local street network;
- Improved at grade pedestrian connectivity across Canning Highway, to be accommodated in future capacity planning for Canning Highway;
- Strategic parking investment to accommodate destination parking, activate the street network with pedestrian activity, encourage a shift of commuter behavioural patterns toward public transport and shift the market mindset on-site provisioning of non-residential parking.

A

1. **Canning Highway:** City of Melville preference to tunnel the highway, constructing a calmed street above, and connecting the precinct
2. **Community Heart:** an identifiable, pleasant environment with great space for gathering
3. **Core Retail:** located away from Canning Highway in pleasant, pedestrian friendly streets
4. **Road Closures:** intersection of Kintail and Canning Highway expected to be closed, need to reconsider traffic circulation without impacting amenity
5. **Green Corridors:** invest greenery in streets to improve tree canopy, parklets and verge treatments
6. **Pedestrian Connections:** Provide pedestrian links between streets where possible
7. **Open Space:** currently underprovided, use closed road reserves, property assets and partnerships to deliver great places
8. **Foreshore:** utilise limited space with complementary land uses on properties in nodes facing the river, and converting streets into shared spaces
9. **Rowing Clubs:** opportunity to combine existing facilities and create a community focus
10. **Character:** match up streets, landscaping, activity, land use, built form and movement network to support and enhance local character
11. **Place Branding:** leaverage opportunities such as entry statements, and promoting vibrant leafy pedestrian streets converging on a public heart and link back to the river setting
12. **Potential Activation:** located and curated appropriately, for residential, civic/cultural or retail/ commercial contexts
13. **Distributed Public Parking Facilities:** located to encourage visitors to get out and walk through the precinct, linger and invigorate the local economy
14. **Constrained Capacity:** circulation south of Canning Highway and access can be challenging. Therefore, development potential and parking provision should shift north to ease pressure
15. **Southern Connection:** improve bus services and access for land south of Canning Highway
16. **Connection to Transit:** improve directness and safety of the connection to the train station
17. **Gentle Transition:** focus on minimizing neighbour impacts where H4 meets surrounding residential

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Previous Text:

(Additional text)

Rationale:

The masterplan represents (as much as is possible in a two dimensional plan) delivery of the vision for Canning Bridge and the City of Melville.

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6.32 Visible areas for private recreation above ground level



6.33 Private spaces comprising active and leisure opportunities above ground level



6.2 Urban Form Guidelines

Part One of the CBACP provides statutory provisions for design which are specific to the CBACP area. Consideration is included for elements such as form and mass, street setbacks, heights, site cover, parking, safety and bonuses which may be obtained for exemplary design or substantial development of community facilities.

6.3 Performance Bonuses

For properties within the Mixed Use Zones consideration of additional height or variations to side setbacks or other standards may be approved where exemplary design standards are met or exceeded and/or where the development includes the provision of a significant benefit to the community.

Design bonuses or benefits to the community may include:

- Exemplary design of key landmark buildings as they interface with the adjacent road network and provide for quality wayfinding in the centre
- Exemplary design which recognises access to sunlight and views from adjacent buildings
- Exemplary design generally, which reflects the desired character of the centre
- Design which attempts to limit overshadowing on adjacent properties, in particular, overshadowing of private recreation and outdoor spaces.
- World class provision of sustainable building design, including recycling capabilities and vertical and horizontal green elements
- Exceptional quality street interface, including creation of quality private/public spaces
- Access to public spaces on podium development
- Community facilities such as community hall spaces or multi user spaces, rest places and public facilities such as toilets, bike lockers and showers
- Public parking facilities by way of unbundled parking or reciprocal parking provisions
- Educational facilities
- Hotel uses
- Aged care and affordable housing provision

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7 Sustainability and Resource Conservation

A separate Sustainable Infrastructure Study and Preliminary Environmental Impact Assessment have been completed as part of the CBACP and can be found in the Appendices. This Chapter provides a summary of key outcomes from those reports.

7.1 Environment and Heritage Management

A preliminary environmental impact assessment (PEIA) was undertaken as part of the CBACP. The PEIA considers the impacts from those elements of the Activity Centre Plan which may impact on environmental matters, including:

- Development of Q6;
- Upgrade of the Canning River Bridge;
- Change to high density housing;
- Re-creation of wetlands along the foreshore; and
- Removal of existing buildings.

7.1.1 Flora and fauna

Overall, impacts to flora and fauna were found to be quite limited given the poor quality of existing vegetation. The re-creation of the wetland habitats along the river is likely to improve the river ecosystem and is highly desirable from both an environment and amenity perspective.

Impacts to vegetation associated with the Swan and Canning River Environmentally Sensitive Area (ESA) may occur on a minor level during the construction of the foreshore development areas, Q6 and the new Canning River Bridge. Impacts to the ESA should be discussed with the Department of Environmental Regulation (DER) and a Construction Environmental Management Plan (CEMP) developed for the Canning River Bridge and Q6 projects to mitigate any impacts associated with construction including sediment plumes from piling.

A more in-depth impact assessment is recommended for individual projects adjacent to the River prior to construction.

7.1.2 Water resources

Impacts to the estuarine environment may also result from development of jetties and the like. The type of development should also be the subject of a separate impact assessment once any construction footprint and facility design has been established.

Surface water impacts will need to be considered during the works associated with the CBACP, to prevent contaminated runoff entering the Swan River. Future developments are also required to identify and manage the risk of disturbance of acid sulfate soils, contaminated sites and dewatering where necessary, and liaise with the local government authority and appropriate agencies including DER, Department of Water and the Department of Parks and Wildlife as relevant to the project.

7.1.3 Contamination

The management of contamination needs to be undertaken in accordance with the Contaminated Sites Act 2003 dependent upon the final use of any site. Contaminated sites will need to be taken into account during the development works and remediated as required.

Hazardous materials, such as asbestos must also be taken into account during the upgrade or demolition of old buildings. Any hazardous materials that will be disturbed as a result of development in the CBACP area needs to be removed and disposed of in an appropriate manner so as not to cause potential contamination.

7.1.4 Air quality

The PEIA considers air quality impacts due to potential increases in transport – including vehicles – associated with the CBACP implementation. Although the modelling suggests the CBACP will allow an increase in private vehicle trips overall, the type of movement appears to shift from private vehicle trips to other forms of transport or technology. The predicted shift to more sustainable forms of transport is likely to offset an increase in movement volume resulting in limited net change in air quality

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7.1.5 Heritage

There may be Native Title implications associated with use and development of land within the study area and discussions with the Department of Aboriginal Affairs and the Native Title Claimants at an early stage is recommended for major infrastructure projects, such as the replacement of the Canning River Bridge.

7.2 Climate Change and Sea Level Rise

Flooding of the Swan and Canning River catchments is considered to be significant enough to cause property damage as often as every ten years or as infrequently as every 2000 years. In reality the last significant flood event was in 1830 when the Swan River was measured at 6 metres above its normal level.

The actual risk to the CBACP area due to climate change and sea level rise is difficult to quantify as much of the research either focuses on flooding of the Swan and Canning River catchments or sea level rise along Perth's coastline. The combined effect of both sea level rise and flooding is not typically considered, although the impact of this combined climate occurrence would be more substantial than each event itself.

Severe winds have become more common in Perth over recent years and also have a significant property damage cost implication. Effectively, any location near to a waterway (although Rivers to a far lesser extent than the Ocean) will be at risk of severe winds. It would be prudent for any developer within the CBACP area to undertake the relevant due diligence and in particular consider the appropriate engineering requirements for building resilience.

7.3 Services Infrastructure

In terms of future redevelopment and staging strategy it is important to understand the implication that this growth will have on the current systems and its capacities, and also how the future upgrades for each service type will be triggered based on the relevant servicing strategy, and surrounding growth outside of the CBACP area that also contributes to the need for infrastructure upgrades.

7.3.1 Water

The Cities of Melville and South Perth are connected by a 610 mm diameter steel pressure main, and are reinforced by the Melville Reservoir on French Road. It is anticipated that this 610 mm pressure main may be sufficient for a good portion of the CBACP area redevelopment, but it is not only these areas that influence the sizing of this pressure main. Due to the central location of this pressure main within the CBACP area, it is envisaged that further distribution and reticulation can be undertaken from this pipeline.

It is uncertain what infrastructure will need upgrading until a proper infrastructure review is undertaken, but it can be assumed that there will be some upgrades in the network, particularly some of the smaller pipelines. Water efficiency within buildings will be a high priority to avoid large scale upgrades. Ongoing Liason with Water Corporation is required; current indication is that the development can be serviced adequately.

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7.3.2 Wastewater

Canning River divides the City of Melville and City of South Perth sewer catchment areas. Whereas City of Melville has only two separate sewer catchments west of the river, the City of South Perth has at least six sewer catchments within the boundary of the CBACP area. These sewer catchments are typically landlocked, and each catchment needs to pump wastewater to the next downstream catchment. This complex system of interdependent sewer catchments will make it difficult to forecast future upgrade requirements to the wastewater system. There are at least seven wastewater pump stations within the CBACP area along with local distribution infrastructure and major wastewater distribution and treatment infrastructure outside of the CBACP area (Figure 27).

It is uncertain what infrastructure will need upgrading until a proper infrastructure review is undertaken, but it can be assumed that there will be some upgrades in the network, particularly some of the smaller pipelines, and also the pump stations and pressure mains as they are all indeed small in capacity. Water efficiency within buildings will be a high priority to avoid large scale upgrades, with some view to recycling within buildings.

Western Quarters

Pump stations may have minor capacity to accommodate organic growth in the surrounding area, but it is foreseen that any redevelopment activities will require upgrades to the wastewater infrastructure.

Eastern Quarters

The sewer catchment arrangement for the Eastern Quarters is a complex system with similar interdependencies as for the Western Quarters. Redevelopment in the Eastern Quarters may require upgrade/replacement of pump stations.

7.3.3 Power

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.

Western Quarters

The existing high voltage network currently supplying this area is likely to be unable to service future developments. It is expected that Western Power will require new extension of 22 kV express feeder cables into the CBACP area.

Additional transformers and high voltage ring main units are required to service the proposed development area.

Eastern Quarters

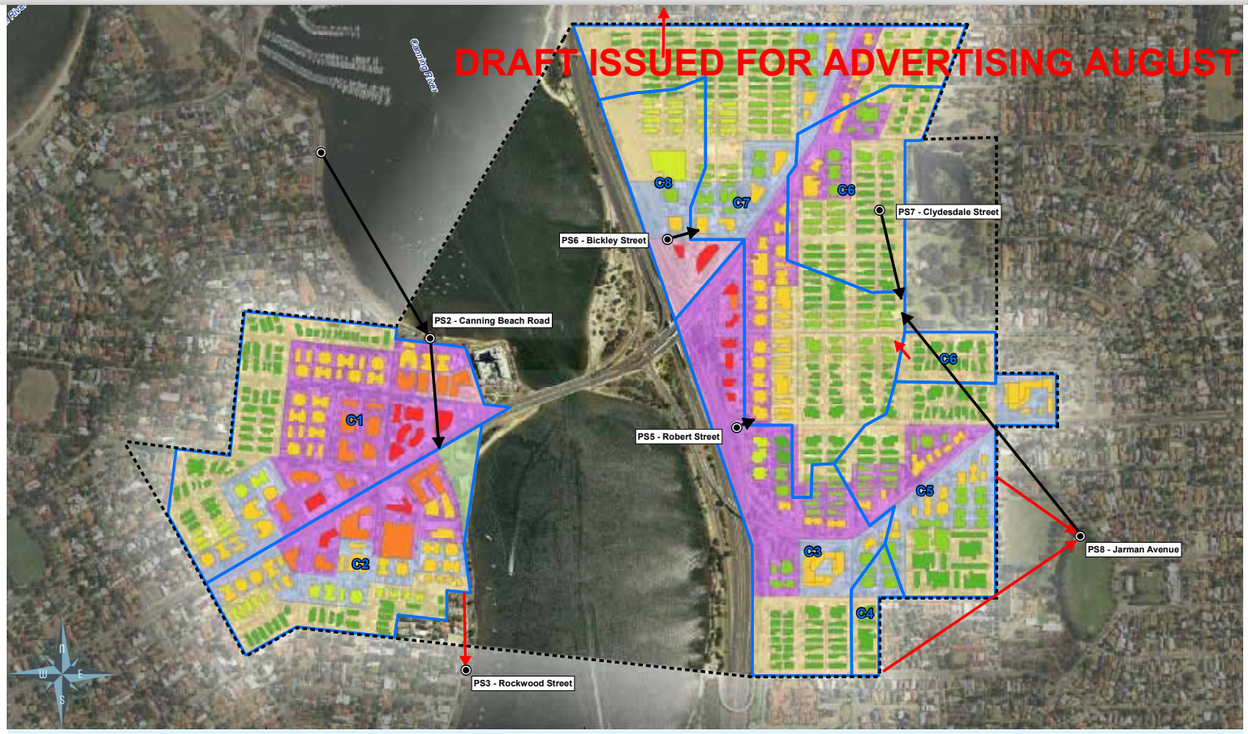
The Eastern Quarters are serviced via a substation running at 11 kV. The 11 kV voltage network has supply limitations compared with a 22 kV network and as such additional feeders will be required to service the development areas. It is likely the headworks costs would be required relatively early to ensure the network is able to supply the future development.

7.3.4 Non-essential Services

The "non-essential" services such as communications and gas typically expand as areas are developed and redeveloped. It is anticipated the authorities for these services will be able to adopt a growth plan that will support the redevelopment within the CBACP area. The focus will be on the reinforcement of existing bulk supply services, and subsequent distribution and reticulation of services. The National Broadband Network has planned infrastructure throughout the CBACP area.

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Wastewater catchments

- Pump Station

Transfer Direction
- Gravity Wastewater
- Pressure Wastewater
- Sewer Catchment
- Study Area

Building Heights (Approx.)
- Mixed Use zones 15 - 20 storeys
- Mixed Use zones to 15 storeys
- Mixed Use zones to 10 storeys
- Residential development to 8 storeys
- Residential development to 6 storeys
- Residential development to 4 storeys

Yield Land Use (Approx.)
- Residential Only
- Residential, Retail
- Residential, Commercial
- Residential, Commercial, Retail
- Open Space

Note: plan unchanged from original ACP, prepared to illustrate wastewater catchments ONLY. Building heights and footprints depicted have no status. Refer to Development Controls in Part 1 for height and built form controls.

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7.4 Precinct Wide Sustainability

A sustainable infrastructure strategy has been prepared to investigate opportunities and potential cost benefits of utilising alternative and sustainable servicing strategies within the CBACP area.

The study has dual objectives:

1. To define energy efficiency performance for the built form and to establish economically efficient energy delivery systems that together will deliver a significantly lower energy and greenhouse gas footprint for the CBACP area than for conventional development.
2. To complement the base requirements of the local water management strategy with a comprehensive approach to water efficiency and the substitution of scheme water with alternative sources.

7.4.1 Context

The National Urban Policy (Our Cities, Our Future) is aimed at ensuring we have a productive, sustainable and liveable future. This document includes sustainability objectives and priorities, including:

- reduce greenhouse gas emissions and improve air quality; and
- manage our resources sustainably .

State Planning Policy (SPP) 4.2 also recognises the importance of reserves conservation (Section 5.5).

The planning of activity centres should contribute to the conservation of resources, in particular a reduced consumption of energy and water.

The demand for energy and water is significantly driven by the urban and built form. The infrastructure required to provide these services in a resource efficient manner needs to be embedded in urban design and reflected in Activity Centre Planning. The deferment of infrastructure considerations to stages beyond Activity Centre Planning will lead to more 'business as usual outcomes', because essentially it will then be too late to introduce innovations.

This report aims to identify how sustainable infrastructure can be incorporated directly into the CBACP area, and in doing so establish a new benchmark for integrating urban and infraActivity Centre Planning.

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7.4.2 Existing system capacity and future demand

Electricity Supply

An assessment of demand at full development has been complete as outlined below, assuming 'business-as-usual' energy efficiencies apply.

Table 7 Energy Demand

Peak power demand	45 MVA
Annual electricity demand	160,000 MWh
Annual greenhouse gas emissions	100,0000 tCO2-e

Water

Water Corporation has indicated that the existing water network has sufficient capacity at present, and that the existing servicing is adequate for the current zoning from a planning perspective. No upgrades are planned to accommodate increased density, and any upgrades will be driven by the approval of a Scheme/ Activity Centre Plan.

Future demand at ultimate development will rise from the present 0.5 GL pa to around 2.5 GL pa, assuming conventional demand patterns.

Wastewater

According to the Water Corporation most of the current system has sufficient capacity to cope with the existing demand. Planning work carried out for the City of South Perth in 2010 indicated that there are already a couple of short sections of sewer that are at capacity. Their long term planning includes a doubling of the flow in the main sewer from existing levels, and this would require duplication of many sections of the existing sewer. Implementation of the CBACP will likely impact the South Perth Main Sewer.

7.4.3 Required Infrastructure Upgrades

The capital cost estimates here are both preliminary and very approximate. They are intended to inform the analysis of servicing options rather than predict capital costs. These costs will be incurred over the development period.

Table 8 Infrastructure Upgrade Cost Estimates

		Description	2014 ($m)
Power	Generation	Additional capacity on the SWIS	85
	Distribution	Substation, feeder and local network upgrades	17
		Subtotal	102
Gas	Distribution	Local upgrades	3
Water	Source	Upgrades to IWSS source	54
	Distribution	Local upgrades	4
	Reticulation	Local upgrades	12
		Subtotal	70
Wastewater	Treatment	Upgrades to WWTPs	30
	Distribution & pump stations	Local upgrades	10
	Reticulation	Local upgrades	20
		Subtotal	60
		Total	235

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7.4.4 Potential Sustainability Initiatives

The Sustainable Infrastructure Strategy provides a series of recommendations that could mitigate some of the challenges of the 'business as usual' approach in the CBACP area. These are summarised as follows:

- Demand Management
- Decentralised Infrastructure

The upfront capital cost of all the alternatives discussed in the Sustainable Infrastructure Strategy is significantly greater than the cost of business-as-usual. However the savings in building costs (capex and opex) mean that the decentralised options (tri-generation and geothermal, non-drinking water recycling etc) will ultimately be cheaper than the other options over the long term.

On the basis of this preliminary assessment, it appears that the decentralised options offers the best emissions performance at the lowest economic cost with fully integrated solutions offering a significant value if recommendations can be implemented ahead of development.

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8 Implementation

This chapter sets out the tasks which will be required to implement the CBACP. The implementation of the CBACP is not expected to happen in the immediate future – rather it will occur over time.

The preferred option is for implementation of the CBACP to be delivered through the provisions of the respective local planning schemes which may require Scheme Amendments by the City of Melville and the City of South Perth.

8.1 Statutory Planning Context and Operation

This Activity Centre Plan has been prepared in accordance with the State Planning Policy 4.2 Activity Centres for Perth and Peel (2010) and with reference to the guidelines in the WAPC's Activity Centre Plan Preparation Guidelines (2012).

The CBACP has implications for the Metropolitan Region Scheme and the local planning schemes for the City of Melville and City of South Perth, as outlined in Figure 28.

	Stages	Status	Approval Authority
Planning studies / processes	MRS Amendment ▼	Not yet commenced	Western Australian Planning Commission; Minister for Planning
	Developer contribution scheme ▼	Not yet commenced	Cities of Melville and South Perth; Western Australian Planning Commission; Minister for Planning
Development Control	TPS amendments ▼	Not yet commenced	Cities of Melville and South Perth; Western Australian Planning Commission; Minister for Planning
	Development applications and subdivisions		Cities of Melville and South Perth; Development Assessment Panels

Figure 28 Statutory Implementation Pathway

This Activity Centre Plan shall come into operation when it is endorsed by each of the Councils of the City of Melville and the City of South Perth. It will then be adopted by the Western Australian Planning Commission (WAPC). Implementation of the CBACP shall be via a range of Metropolitan Region Scheme and Local Planning Scheme Amendments, along with various infrastructure projects.

8.1.1 Amendments to the Metropolitan Region Scheme

In order to accommodate road widening along Canning Highway through the CBACP area, an amendment will be required to the Metropolitan Region Scheme (MRS).

The MRS amendment will be a key step in implementing the recommendations of the CBACP and to facilitate a mode shift from private car use to alternative modes of transport such as public transport, walking and cycling.

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8.1.2 Special Consideration Areas

Canning Highway

It is very important to note that a detailed cross section design is currently being undertaken for the section of Canning Highway between Glenelg Road and Henley Street which runs through the CBACP area. In the interim, and so that new development does not restrict the implementation of the planned widening and broader use of Canning Highway, it is recommended that a Planning Control Area be placed over the Canning Highway corridor, effectively requiring a greater setback than that which is currently required by the MRS for Canning Highway. The Planning Control Area would be made redundant at such time as the full MRS amendment is gazetted.

Cassey Street

The future bus station is located on a raised structure in Q6. Long term connectivity (for public transport only) of the bus station is being designed currently, with a view to providing a Freeway overpass for bus movements which will join into Cassey Street. The levels and grades have not yet been determined, but it is expected that there will be a difference in level between the overpass as it ties in to Cassey Street and the existing road. A design for this section of the network is also currently being undertaken by MRWA.

It is recommended that a Development Control Area be established for those lots which are immediately adjacent to Cassey Street and all lots between Cassey Street and Canning Highway to the south. Once the detailed design of this future overpass is complete, a detailed design for this area will be required.

In principle, development of those lots which abut Cassey Street would be well served by providing parking facilities at the existing ground level and having first floor development addressing a new overpass/busway. The overpass could tie into the upper levels of a structure which provides access to the parking areas below. It is noted that the overpass is not intended for private vehicle traffic

8.1.3 Amendments to the Canning Bridge Activity Centre Plan

The CBACP has been prepared over an extensive period of time with substantial stakeholder input. Notwithstanding, a plan which is developed to consider growth over a 40 year period should be subject to review and refinement over that time.

Amendments to the Activity Centre Plan may be considered where, in the opinion of either the City of Melville or the City of South Perth the proposal has merit, is consistent with the Vision for the CBACP area and has community support.

Such proposals would require an amendment to the CBACP as per the enabling town planning schemes of the time. Such proposals would require further community engagement for the affected area including formal advertising.

8.2 Land Use and Development

Land use and development shall be in accordance with the guiding principles set out in the CBACP and more specifically in accordance with the Requirements and Desired Outcomes of the Design Guidelines.

To ensure that the development within the CBACP area is of a high quality and standard, it is recommended that a Design Advisory Group be formed to provide professional advice on the design aspects of the building. It will be mandatory that development applications for all new development and major alterations and additions be considered by the Design Advisory Group.

It should be noted that many applications will be approved by a Development Assessment Panel (DAP) due to the scale of the developments proposed in the centre. As the local government still undertakes the preliminary assessment and consultation of the DAP application, consideration by the Design Advisory Group will still be required.

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8.3 Development Staging

Development stages reflect both infrastructure and built form staging. The delivery of built form is dependent on a range of services, transport, and community infrastructure prioritised in Section 8.4. Logical groupings of areas that would be subject to or benefit from collections of services improvements – based on existing services catchments – are described as "Infrastructure Stages".

In the short term (development within 0 to 10 years) infrastructure investment should facilitate development staging that focuses on the Mixed Use Zones closest to the Canning Bridge Station Interchange and existing commercial activity. This will be predominantly within Q1 and Q2 where existing market demand and availability of appropriate development sites will create the most demand for investment. In addition to a focus on the Mixed Use Zone, short term staging will encourage development of the suburban interface – prioritising appropriate, lower scale development along the suburban edge to create a built form buffer to height and intensity in the Mixed Use Zone.

In reality, some new development is likely to occur immediately as it is understood that developers are awaiting the outcome of the CBACP. Whilst the CBACP contemplates a 'short term' and 'medium term' stage, it is recognised that some development will occur in the very near future.

Medium term staging (development within 11 to 20 years) will continue to consolidate the Mixed Use Zone, and facilitate expansion of intensity and development of the high density residential surrounds.

In the long term, ongoing development will continue to consolidate the CBACP area as a high functioning centre, with continued improvements in services and infrastructure.

The staging is illustrated in Figure 30 Eastern Quarters and Figure 31 which represent the Eastern and Western Quarters respectively. The earlier development which is expected to be seen is shown in the first image whilst the surrounding urban form remains. The second graphic in each series shows the short term development areas and the third graphic shows the final stages of build out. Development will not be uniform such as shown in these images; however, these images represent a preferred scenario of sensitive interface development whilst developing a high density urban core.

Development staging is further described in Table 9.

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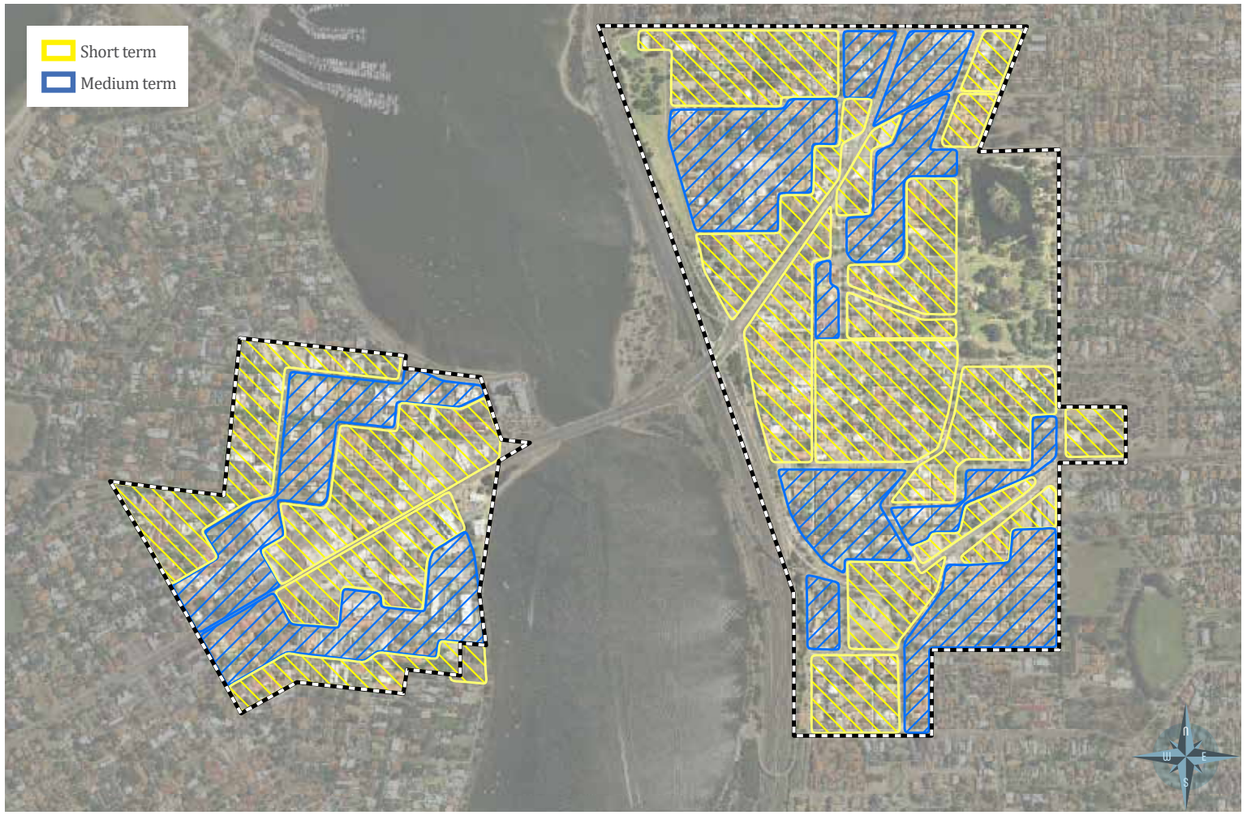


Figure 29 Development Staging

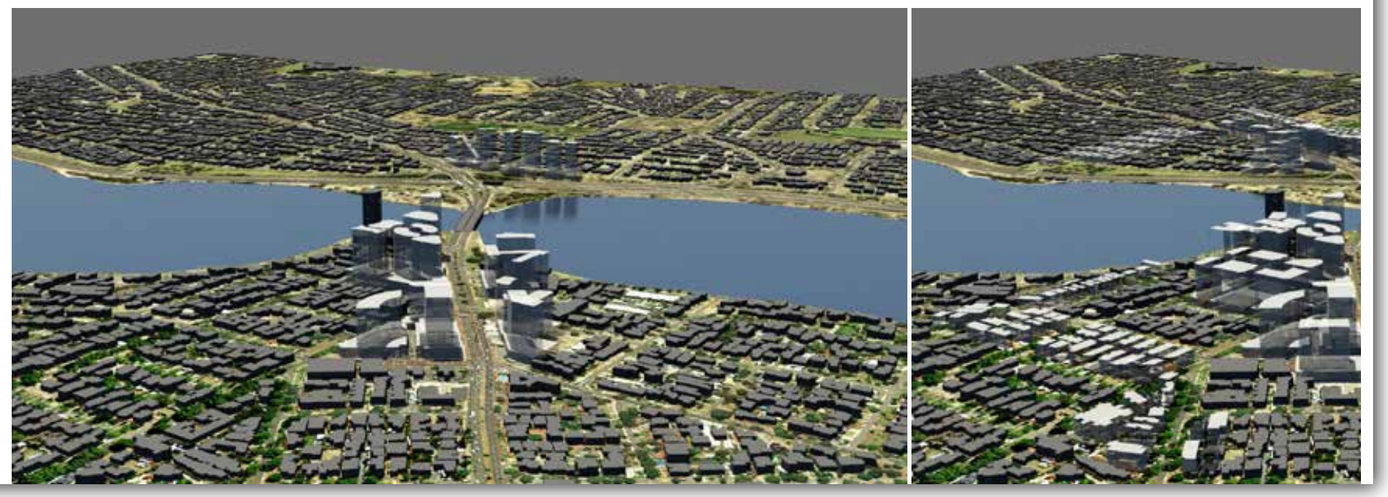
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Figure 30 Eastern Quarters

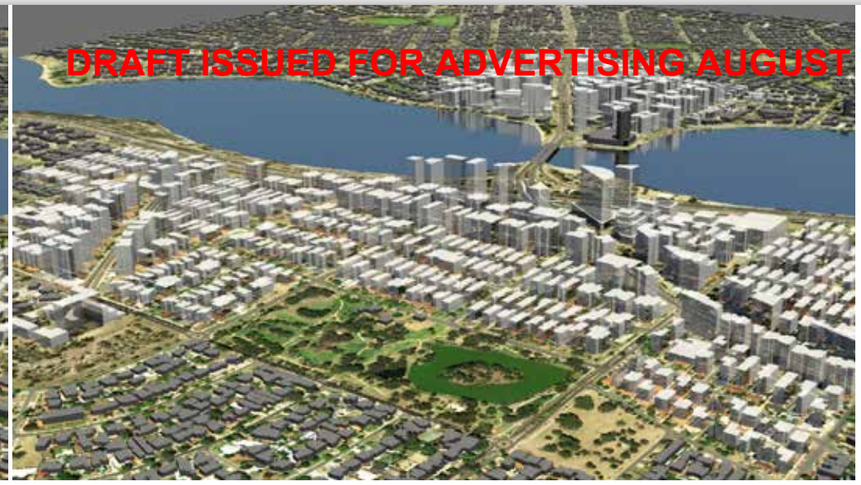
Figure 31 Western Quarters



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Table 9 Development Staging

Quarter	Infrastructure Staging	Short Term (0-10 years) Focus on immediate Mixed Use area and create the suburban interface	Medium Term 11-20 years Consolidate Mixed Use area, and facilitate expansion of the centre and residential surrounds	Long Term Continue to consolidate the CBACP area
Q1	Any redevelopment in Q1 will have an impact on the servicing requirements of Q2, particularly in terms of wastewater. A holistic approach to services upgrades, particularly in relation to wastewater, is necessary to focus development in the Mixed Use area of the CBACP area, through treating individual catchments as a single infrastructure stage (Melville).	Kintail Road development priority Centre Mixed Use up to 15 storey zone Residential up to 4 storey zone	Centre Mixed Use up to 10 storey zone Residential up to 8 storey zone	Ongoing development.
Q2		Moreau Mews ped link priority Centre Mixed Use up to 15 storey zone Residential up to 4 storey zone	Centre Mixed Use up to 10 storey zone Residential up to 8 storey zone	Ongoing development.
Q3	Any redevelopment activities within these areas will require downstream infrastructure upgrades, and notably these may all affect the Q3 Quarter directly, particularly in relation to wastewater which connects from outside the CBACP area through this area. Prioritisation of infrastructure upgrades within the Eastern Quarters will focus development on the Mixed Use area, and in closest proximity to the Q6.	Centre Mixed Use areas, Residential up to 4 storey zone within Eastern Quaters	Cassey street area, Centre Mixed Use areas Residential up to 8 storey zone Centre Mixed Use areas, Residential up to 4 storey zone within South Perth 2 infrastructure stage	Ongoing development.
Q4		Centre Mixed Use areas, Davilak public area priority, Residential up to 4 storey zone within the Eastern Quarters infrastructure stage	Centre Mixed Use areas, Davilak public area priority, Residential up to 8 storey zone Centre Mixed Use areas, Davilak public area priority, Residential up to 4 storey zone within Eastern Quarters infrastructure stage	Ongoing development.
Q5		Centre Mixed Use areas, Residential up to 4 storey zone within Eastern Quarters infrastructure stage	Centre Mixed Use areas, Residential up to 8 storey zone Centre Mixed Use areas, Residential up to 4 storey zone within Eastern Quarters infrastructure stage	Ongoing development
Q6	Development within the Q6 will require connection to services; development will likely be dependent on the Eastern Quarters infrastructure stage.	Bus station Light rail Pedestrian connections	Retail development and foreshore establishment. Pedestrian bridge activation.	Cassey street link

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Table 10 Critical transport infrastructure (short term, 0-10 years)

Road Infrastructure	Public Transport	Active Transport	Parking
Support planning for Public Transport Boulevards ***(Department of Transport; Cities of Melville and South Perth)***	Establishment of "kiss and ride" facilities for Canning Bridge rail station *(Public Transport Authority)*	Develop path network (Local Connectors) *(Cities of Melville and South Perth)*	Develop a Parking Management Plan for the CBACP area, including requirements and guidance for Parking Control and Management Plans by developers as part of the development application process (Cities of Melville and South Perth)
Review modification to Canning Beach Road/ Kintail Road/Canning Highway Intersection *(City of Melville)*	Construction of new bus station within integrated transit hub, including new pedestrian access *(Department of Transport; Public Transport Authority)*	Design and construction of cycle and pedestrian access to new bus station *(Public Transport Authority)*	Implement a residential parking scheme that allows residents access to parking adjacent to their property at all times of the day. (Cities of Melville and South Perth)
Design and construction of Canning Highway road reservation to incorporate: • **priority bus lanes in both directions;** • **dedicated cycle lanes; and** • **enhanced pedestrian experience** ***(Main Roads, WA)***	Consideration of an east-west rapid transit system along Canning Highway *(Department of Transport; Public Transport Authority)*	Design and construction of pedestrian crossings to Canning Highway *(Main Roads, WA)*	Ensure motor cycle parking is provided at appropriate locations within the CBACP area. (Cities of Melville and South Perth)
Design and construction of public transport boulevards ***(Cities of Melville and South Perth)***	PTA to review bus services and facilities and improve as required *(Public Transport Authority)*	Improved pedestrian and cyclist facilities within the CBACP *(Cities of Melville and South Perth)*	Develop a way finding and parking signage system including real time parking availability signs for the CBACP area, consistent with the broader area to assist drivers to know where car parking facilities are located. (Cities of Melville and South Perth)
Design and construction of local accessways within relevant development stages ***(Cities of Melville and South Perth)***			Implement a controlled parking zone (CPZ) in the CBACP area, particularly timed parking to discourage informal park and ride, and to encourage public transport use, higher turnover of parking bays and discourage long term parking. (Cities of Melville and South Perth)
Water sensitive urban design (WSUD) features within road reserves and public open spaces to treat stormwater runoff *(Cities of Melville and South Perth)*			Ensure adequate resources are allocated to parking enforcement within the CBACP area. (Cities of Melville and South Perth)

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8.4 Infrastructure

The implementation of the CBACP will involve the coordination of a number of activities at State, regional and local level as well as the preparation of a number of key documents. A key task for the CBACP is to set the context for major infrastructure provision by the public sector agencies, in line with key development stages described in Section . This is shown in Table 10 and Table 18.

NB: It is important to note that whilst the CBACP can recommend infrastructure upgrades be funded and delivered through a variety of measures, State Government agencies are responsible for regional infrastructure and the CBACP can only influence (and Councils encourage) the implementation of the plan.

Table 11 Critical services infrastructure (short term, 0-10 years)

Water		Power		Non-essential services (telecommunications and gas)
Business as usual	Precinct-wide sustainability	Business as usual	Precinct-wide sustainability	
Wastewater				
Local distribution network upgrades (Water Corporation - headworks; developers - reticulation)	Recycled water feasibility study, (Cities of Melville and South Perth with Water Corp)	System capacity upgrades (Western Power)	Solar PV, and geothermal feasibility study (Cities of Melville and South Perth with alternative energy providers)	Connection to the National Broadband Network (NBN Co)
Local pump station upgrades (Water Corporation)		Local upgrades – including additional transformers, switch gear and low voltage distribution (Western Power)		Reinforce existing bulk supply services (Atco Gas)
Upgrade of South Perth main sewer (Water Corporation)				Distribution and reticulation of services (Atco Gas)
Potential upgrade of downstream infrastructure including pump stations and end of catchment wastewater treatment plants (Water Corporation).				
Water				
Local reticulation upgrades (developers)				

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Table 12 Critical community infrastructure (short term, 0-10 years)

Urban Spaces	Parks	Schools and Community Facilities
Design and construction of urban spaces and linking spaces shown on Public Open Space plan. (Cities of Melville and South Perth)	Development and implementation of Landscape and Recreation master plans for McDougal Park and Olives Reserve. (City of South Perth)	Review capacity of existing schools, and schedule upgrades if required. Improve public transport linkages to nearby schools. (Department of Education)
Upgrade of active pathway connecting Q1 Quarter to Heathcote Lower area. (City of Melville)	Design and upgrade of Heathcote Lower area for active recreation (City of Melville)	

Table 13 Necessary transport infrastructure (medium term, 11-20 years)

Road Infrastructure	Public Transport	Active Transport	Parking
Design and construction of local accessways within CBACP area (Cities of Melville and South Perth)	PTA to review bus and rail services and facilities and improve as required (Public Transport Authority)	Develop path network (all path and road types) (Cities of Melville and South Perth)	Develop multistorey decked car parks for communal parking in the CBACP area (Cities of Melville and South Perth)
Construction of the southbound Kwinana Freeway on ramp from Manning Road (Main Roads, WA)	Continual improvements to public transport infrastructure in accordance with the Department of Transport's Public Transport Plan for Perth in 2031 (Public Transport Authority)	Enhance regional active pathway network as part of foreshore works (Department of Transport)	Investigate the feasibility and potential location of reserved bays for the future introduction of car sharing schemes (Cities of Melville and South Perth)
Replace Canning River Bridge Traffic Bridge (Main Roads, WA)	Design and construction of light rail link from Curtin University to the CBACP area (Department of Transport; Public Transport Authority)	Redevelop retained northern timber bridge as pedestrian and cycle way (Main Roads, WA)	
Progress development of movement network (Cities of Melville and South Perth)			
Water sensitive urban design (WSUD) features (such as biofiltration swales) within foreshore reserves to treat road stormwater runoff (Cities of Melville and South Perth)			

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Table 14 Necessary services infrastructure (medium term, 11-20 years)

Water		Power		Non-essential services (telecommunications and gas)
Business as usual	**Precinct-wide sustainability**	**Business as usual**	**Precinct-wide sustainability**	
Wastewater				
Local distribution network upgrades (Water Corporation - headworks; developers - reticulation)	Develop recycled water facility (service provider)	System capacity upgrades (Western Power)	Developer alternative energy facility (most likely geothermal) (service provider)	Reinforce existing bulk supply services (Atco Gas)
Local pump station upgrades (Water Corporation)		Local upgrades – including additional transformers, switch gear and low voltage distribution (Western Power)		Distribution and reticulation of services (Atco Gas)
Upgrade of South Perth main sewer (Water Corporation)				
Upgrade of downstream infrastructure including pump stations and end of catchment wastewater treatment plants if not already completed (Water Corporation)				
Water				
Upgrade existing 610mm pressure main, as part of the Canning River Bridge replacement (Water Corporation; Main Roads)				
Local reticulation upgrades (developers)				

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Table 15 Necessary community infrastructure (medium term, 11-20 years)

Urban Spaces	Parks	Schools and Community Facilities
Enhancement of public realm on all local streets (Cities of Melville and South Perth)	Investigation, design, and construction of natural spaces, including wetland re-establishment along Swan and Canning River fringe. (Cities of Melville and South Perth)	Delivery of community facilities (e.g. centres, libraries, meeting places) focussed around urban spaces and linking spaces as part of new buildings. (developers)
	Delivery of foreshore open space improvements as part of Q6 (Public Transport Authority; Department of Transport)	

Table 16 Supporting transport infrastructure (long term, 21+ years)

Road Infrastructure	Public Transport	Active Transport	Parking
Progress development of movement network (Cities of Melville and South Perth)	Construction of Cassey Street Link to Bus Station (uncommitted, subject to design and confirmation) (Public Transport Authority)	Progress development of path network (all path and road types) (Cities of Melville and South Perth)	Regularly monitor the parking profile to assess its operation and effectiveness and highlight issues. This information will allow targeted remedial measures; provide a good base study for subsequent changes and also application to other areas. An annual survey is considered appropriate. *(Cities of Melville and South Perth)*
Progress Regional Road Initiatives (Main Roads, WA)	Establishment of ferry services within Q6 (Public Transport Authority)	Enhance regional active pathway network as part of foreshore works (Department of Transport)	

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Table 17 Supporting services infrastructure (long term, 21+ years)

Water		Power		Non-essential services (telecommunications and gas)
Business as usual	Precinct-wide sustainability	Business as usual	Precinct-wide sustainability	
Wastewater				
Continued local distribution network upgrades (Water Corporation - headworks; developers - reticulation)	Maintain recycled water facility (service provider)	System capacity upgrades (Western Power)	Maintain alternative energy facility (service provider)	Reinforce existing bulk supply services (Atco Gas)
Upgrade of downstream infrastructure including pump stations and end of catchment wastewater treatment plants if not already completed (Water Corporation)	Consider new initiatives (service providers/ others)	Local upgrades – including additional transformers, switch gear and low voltage distribution (Western Power)	Consider new initiatives (service providers/ others)	Distribution and reticulation of services (Atco Gas)
Water				
Potential upgrade to local storage at Melville Reservoir (Water Corporation)				

Table 18 Table 18 Supporting community infrastructure (long term, 20+ years)

Urban Spaces	Parks	Schools and Community Facilities
Ongoing enhancement of public realm on all local streets (Cities of Melville and South Perth)	Progress investigation, design, and construction of natural spaces, including wetland re-establishment along Swan and Canning River fringe. (Cities of Melville and South Perth)	Ongoing delivery of community facilities (e.g. centres, libraries, meeting places) focussed around urban spaces and linking spaces as part of new buildings. (developers)
	Ongoing delivery of foreshore open space improvements as part of Q6 (Public Transport Authority; Department of Transport)	

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8.5 Actions

8.5.1 Actions identified from City of Melville Activity Centre Plan Review (2020-21)

Following a comprehensive review of the ACP and Canning Bridge precinct for the City of Melville, including in-depth community engagement, an Outcomes Report was produced, proposing a range of actions (well beyond the ACP itself) to deliver a precinct that meets the expectations, aspirations and vision for Canning Bridge, its residents and stakeholders. A full set of actions is available within the Outcomes Report itself, publicly available from the City of Melville. A summary of actions, showing how the modifications to the ACP contribute to realizing the vision, and complement other actions proposed is provided as follows.

The following key actions are proposed for the CBACP area.

Key Actions	Responsible/ Referral Authority
Governance Arrangements for sustainable infrastructure delivery	
Canvass affected local governments and WAPC Infrastructure Coordination Committee to investigate a district energy system.	Local government
Consult with the Economic Regulatory Authority and relevant ministers and departments (Planning, Water, Energy, and Local Government) to investigate a district energy system.	Local government
Further Studies for sustainable infrastructure delivery	
Undertake Solar PV concept viability study	Local government
Undertake Geothermal energy concept viability study	Local government
Undertake recycled water concept viability study	Local government
Undertake commercial viability study for service delivery implementation options	Local government
Undertake commercial viability study for distributed thermal energy	Local government
Approvals	
Refer and obtain approval for any Local planning scheme amendments prior to advertising.	EPA
Obtain clearing permits (where necessary) for native vegetation clearing and for any clearing in the Swan Canning River ESA	EPA
Undertake contaminated site investigations where necessary for management and remediation of the site. Liaise with the Department of Environmental Regulation.	Local government and/or land owner in liaison with DER
Where necessary, undertake an acid sulfate soil management plan.	DER
Advertise and obtain approval for impacts on the Swan River.	Swan River Trust (in the future by DPaW)
Obtain a permit for any works that will disturb the Swan and Canning River bed or banks	DoW
Consider Aboriginal Heritage issues for any development along the foreshore Consent of the Minister via a Section 18 application to the Department of Aboriginal Affairs will be required to impact these sites.	DAA and Minister for Aboriginal Affairs.

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Key Actions	Responsible/ Referral Authority
Discuss potential Native Title implications associated with use and development of land within the study area at an early stage.	DAA and the Native Title Claimants
Obtain a licence where any state heritage sites are to be removed or impacted by future works, a licence will be required.	Heritage Council of Western Australia
Obtain a licence for any development/redevelopment of Canning River Bridge.	Heritage Council of Western Australia

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8.6 Developer Contributions

Roles and responsibilities for provision of infrastructure – including transport, services, and community infrastructure – is complex within infill redevelopment projects such as the CBACP.

Development within the CBACP area requires upgrading of both local and regional infrastructure; the demand for these infrastructure upgrades will result from both development within and external to the CBACP area. The complex relationships between existing community demand, increasing demand within the CBACP area, and increasing demand outside of the CBACP area creates challenges in confirming to what extent developers are responsible for upgrading regional infrastructure due to increased local demand, and how this responsibility is implemented in line with infrastructure staging.

The potential to 'levy' major development proposals within the CBACP area in order to build up a fund for public infrastructure can be implemented through a Development Contribution Plan (DCP) – through local planning schemes. This tool can coordinate the sharing of the cost of common infrastructure between developing landowners across the CBACP area. Infrastructure would include transport infrastructure, services infrastructure, along with public realm and park investment. The delivery of an integrated, decentralised energy and water scheme, to achieve sustainability and cost efficiencies for services infrastructure, would need to be funded via a combination of development contributions and user charges.

There is significant risk to adequate and equitable funding of infrastructure if scheme amendments are progressed and development approved without a DCP in place. A development contribution plan does not have effect until it is incorporated into a local planning scheme or at least seriously entertained through initiation of the scheme amendment. Accordingly any development that occurs before this point would not be liable to contribute to the DCP. Separate development contribution plans will be required for the Cities of Melville and South Perth.

A DCP is also the logical instrument to seek and incorporate any applicable grants from Commonwealth (e.g. Infrastructure Australia) or State government which will offset developer contributions, and may well be critical to successful implementation of the CBACP. A comprehensive DCP incorporating a Capital Plan provides a transparent plan underpinned by the statutory power of a local scheme.

The following framework should guide the preparation of a development contribution plan to support the CBACP.

8.6.1 Purpose of a Development Contribution Plan for the Canning Bridge Activity Centre Plan area

The purpose of development contribution plans for the CBACP is to:

- Provide for the equitable sharing of the costs of infrastructure and administrative costs between owners across the CBACP area;
- Ensure that cost contributions are reasonably required as a result of the subdivision and development of land in the development contribution area; and
- Coordinate the timely provision of Infrastructure to deliver the CBACP.

8.6.2 Development Contribution Plan Inclusions

A development contribution area for the CBACP area should address a range of infrastructure and cost parameters, including both infrastructure and administrative items.

Infrastructure includes standard infrastructure items (services and facilities) and community infrastructure, including sporting and recreational facilities; community centres; child care and after school centres; libraries and cultural facilities and such other services and facilities for which development contributions may reasonably be requested having regard to the objectives, scope and provisions of the Western Australian Planning Commission State Planning Policy 3.6 Development Contributions for Infrastructure.

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Administrative items include the administrative matters required to be carried out by or on behalf of the Council in order to prepare and (with respect to standard infrastructure items) implement the development contribution plan, including legal, accounting, planning engineering, and other professional advice.

Infrastructure costs to be included in a DCP include costs reasonably incurred for the acquisition and construction of infrastructure. Administrative costs to be included in a DCP include costs reasonably incurred for the preparation and (with respect to standard infrastructure items) implementation of the development contribution plan.

DCP inclusions must clearly result from a need for that infrastructure based on analysis of the demand created by the CBACP. There must be an established nexus between the infrastructure and demand created by the new development within the CBACP area. Where demand for infrastructure cannot be reasonably attributed to the CBACP area, it will be difficult to justify its inclusion within a DCP.

In identifying DCP inclusions, there must be a clear differentiation between district infrastructure requirements – the demand for which is generated by broader sub-regional growth – and local infrastructure requirements - the demand for which is generated only by growth within the CBACP area. Infrastructure required to manage sub-regional or district demand, whilst it may be located within or influenced by the CBACP area, is unlikely to meet tests of need and nexus for a local DCP.

An indication of infrastructure within and required for delivery of the CBACP is shown in table 19 (right).

Table 19 Development Contribution Plan Items

Local Infrastructure	District or Sub-Regional Infrastructure
These items should be considered within a DCP for the CBACP area.	These items are unlikely to meet policy requirements in relation to need and nexus within a DCP for the CBACP area.
Transport Infrastructure	
Public Transport Boulevards	Canning Bridge Station Interchange
Local Connectors	Canning Highway
Local Access ways	Canning River Bridge
Active Pathways	Manning Road
	Manning Road southbound freeway onramp
	Cassey Street Link to bus station
	Ferry terminals and services
Services Infrastructure	
Wastewater	
Local distribution network upgrades	Upgrade of South Perth main sewer
Local pump station upgrades	Potential upgrade of downstream infrastructure including pump stations and end of catchment wastewater treatment plants
Decentralised wastewater systems	
Water	
Local reticulation upgrades	Upgrade existing 610mm water pressure main
Decentralised non-drinking water systems	Potential upgrade to local storage at Melville Reservoir
Power	

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ocal upgrades – including dditional transformers, switch ear and low voltage distribution Western Power)	System capacity upgrades (Western Power)
ecentralised energy systems	
ommunity Infrastructure	
rban spaces	
nking pathways	
ublic open space upgrades	
ommunity centres, libraries, eeting places	
dministration Costs	
reparation of Canning Bridge ctivity Centre Plan	
anning of decentralised frastructure systems	
reparation of developer ontribution plan, including all frastructure design and costings.	

e inability to finance district and sub-regional infrastructure upgrades through veloper contributions gives a financial incentive for governments to explore centralised infrastructure. With decentralised systems, the need for district d sub-regional upgrades is reduced. The decentralised infrastructure costs can managed through a DCP as the demand and nexus is clear - the decentralised rastructure would only service the CBACP area.

8.6.3 Recommended development contribution areas

Individual development contribution plans are required for the Cities of Melville and South Perth. Each development contribution plan would be incorporated int the relevant local planning scheme.

In calculating both the area of an owner's land and the total area of land in a development contribution area, the following areas would be excluded:

a) roads designated under the Metropolitan Region Scheme as primary region roads and other regional roads (i.e. Kwinana Freeway and Canning Highway
b) existing public open space;
c) existing government primary and secondary schools; and
d) such other land as is set out in the development contribution plan;

8.6.4 Guiding principles for development contribution plans

The development contribution plan(s) for the CBACP should be prepared in accordance with the following principles:

- Need and the nexus; the need for the infrastructure included in the plan mus be clearly demonstrated (need) and the connection between the developme and the demand created should be clearly established (nexus).
- Transparency; both the method for calculating the development contributio and the manner in which it is applied should be clear, transparent and simpl to understand and administer.
- Equity; development contributions should be levied from all developments within a development contribution area, based on their relative contributio need.
- Certainty; all development contributions should be clearly identified and methods of accounting for cost adjustments determined at the commenceme of a development.
- Efficiency; development contributions should be justified on a whole of life capital cost basis consistent with maintaining financial discipline on service providers by precluding over recovery of costs.

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- Consistency; development contributions should be applied uniformly across a development contribution area and the methodology for applying contributions should be consistent.
- Right of consultation and review; owners have the right to be consulted on the manner in which development contributions are determined. They also have the opportunity to seek a review by an independent third party if they believe the calculation of the costs of the contributions is not reasonable.
- Accountable; there must be accountability in the manner in which development contributions are determined and expended.

8.6.5 Recommended content of development contribution plan

Development contribution plan(s) for the CBACP should specify:

- the development contribution area to which the development contribution plan applies (most likely based upon infrastructure catchments);
- the infrastructure and administrative items to be funded through the development contribution plan;
- the method of determining the cost contribution of each owner; and
- the priority and timing for the provision of infrastructure.

8.6.6 Development contribution plan report and cost apportionment schedule

Once a development contribution plan comes into effect, the Council is to adopt and make available a development contribution plan report and cost apportionment schedule to all owners in the development contribution area. The development contribution plan report and the cost apportionment schedule should set out in detail the calculation of the cost contribution for each owner in the development contribution area, based on the methodology provided in the development contribution plan, and should take into account any proposed staging of the development. The development contribution plan report and the cost apportionment schedule would not form part of the scheme, but once adopted by the Council will be subject to review.

8.6.7 Determination of cost contributions

The determination of infrastructure and administrative costs would be based on amounts expended by Council/agencies in delivering infrastructure. However, when expenditure has not occurred, determination would be based on the best and latest estimated costs available to the local governments. These costs would be included in the cost apportionment schedule and reviewed at least annually by the Council, until the expenditure on the relevant item of infrastructure or administrative costs has occurred. Costs should be independently certified.

Development contribution plan(s) for the CBACP should include clear processes for the review and arbitration of individual cost contributions, should there be disagreement between an owner and the cost contribution determined in the cost apportionment schedule.

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Report to the Council of the City of Melville

By

The Council Reference Group (CRG)

April 11, 2022



Recommendations on the Review of the Canning Bridge Activity Centre Plan (CBACP) based on the current CBACP and the recommendations made by the Council commissioned Hatch RobertsDay (HRD) Review of the CBACP.

The 'Inevitability" of Planning

".....there could hardly be a more unbearable – and more irrational – world than one in which the most eminent specialists in each field were allowed to proceed unchecked with the realisation of their ideals."

Adam Smith 1776 Moral Philosopher and "Father" of Economics

Executive Summary

Everyone agrees that the Canning Bridge Activity Centre Plan (**CBACP**) needs a thorough review – the Council, the Planning Department, JDAP, SAT, WAPC, and even the Minister have all expressed concerns.

Most importantly, the community has felt betrayed by what has been allowed to happen at Canning Bridge – an outcome completely at odds with what the community understood, and was promised, when the CBACP was first approved in 2016. The community has lost faith in the planning process for Canning Bridge and is demanding change.

Further, environmental, and social conditions have changed since the inception of the CBACP and at an accelerated rate. In an age of pandemics and climate emergencies, there is a greater focus on the need for open space, green tree canopies and the avoidance of heat islands.

We all need to focus on reforming the CBACP to achieve Outcomes 1-10 of the State Planning Policy 7.2 – Precinct Design (see Appendix A). That is the focus of this report.

Adoption of the recommendations in this report would see:

- The achievement of the WAPC's goal for **residential density** in the Canning Bridge Precinct (**CBP**) – assuming HRD's estimate of a modest 20% take up development opportunities.
- The removal of **bonus heights** – A "maximum" of 15 storeys in M15 and 10 storeys in M10 in the current CBACP would mean <u>maximum</u>.
- The creation of **more open green spaces** in an area of high density that is currently not meeting the Council's guidelines for residents' access to parks, which spaces will provide improved amenity for residents and visitors, and offset heat island impacts of greater development.
- A strong focus on the maintenance and establishment of street trees, and green vegetation around developments, creating a more pleasant environment, greater biodiversity and **offsetting heat island effects of increased development**.
- More **diversity in design and delivery** of new developments through the introduction of plot ratios together with setbacks, minimum lot sizes and maximum floor sizes in towers in M10 and M15.
- **Improved integration** of the CBP into the surrounding residential areas.
- The CBACP becoming a statutory document which will take away much of the **discretion** that can apply in interpreting the CBACP – The CBACP would mean what it says!
- Assistance in **controlling traffic congestion.** We note that HRD have expressed serious concerns about Main Roads' future plans for Canning Highway. We share those concerns and recommend Council continue to be proactive in assessing and responding to Main Roads' proposed trench structure through the CBP.
- Last, and perhaps most important, we believe the **community** would welcome and endorse these changes, as they would go some way to restoring the community's faith in the planning process.

We commend the report and its recommendations to Council and ask that Council adopts our suggested changes and uses the report to seek public feedback from the community.

A. Introduction

The City of Melville CBACP is required to be reviewed periodically. In early 2020, Hatch Roberts Day (HRD) were appointed by the City of Melville as the consultants to conduct the periodic review. HRD consulted with the community and other stakeholders and a draft report was prepared and submitted in late 2021. Prior to deciding whether to adopt the HRD draft report as submitted, Council resolved that a CRG (involving members of the community) be given the opportunity to conduct a review of the draft HRD report and provide comments on whether the HRD draft report should be accepted as submitted or whether Council should consider any changes.

The CRG have conducted their review of the HRD draft report and have formed the view that several significant changes are necessary to ensure that the CBACP not only delivers on the target densities within the required timeframes, but also maintains and improves the amenity of the area and avoids over densification and further traffic congestion.

A starting position for reviewing the proposed changes is to use as a reference, **State Planning Policy 7.2 – Precinct design (Policy)** which became operational on February 19, 2021. The Policy lists 10 desired outcomes that can be used "to guide discretion in policy application and provide a basis for its evaluation". The 10 outcomes are listed in Appendix A.

A review of what is currently happening under the current CBACP against those Policy desired outcomes highlights the need for reform of the CBACP. While, possibly all outcomes are being compromised by the approach to the current CBACP, to keep this as brief as possible, the focus will be on outcomes 1, 2, 3, 4, 6, 8, 9 and 10 – see next section.

Before assessing the current state of Canning Bridge Precinct (CBP) against those outcomes there are four other preliminary points that need to be made:

1. The CBACP has fundamentally failed to meet the expectations that the community held when the CBACP was first approved. There is now a lack of faith and confidence in the planning process, particularly where planners have the capacity to exercise discretion. A key objective of any reform to the CBACP should be to restore confidence and certainty in the planning process. The policy needs to be able to deliver what it promises.

2. Environmental and social conditions have changed since the inception of the CBACP and at an accelerated rate. In an age of pandemics and climate emergencies, there is a greater focus on the need for open space, green tree canopies and the avoidance of heat islands. The recommended changes listed below address these issues.

3. There is some suggestion that the debates around Canning Bridge are between those opposed to greater residential densification and those who support increased densification. The changes proposed in this submission are not against densification. It will be shown that residential targets set out in the summary of the CBACP can be met without bonus height provisions. It is about sensible development that enhances, rather than destroys the existing character of Applecross and Mount Pleasant.

(We note that the current CBACP target does not consider the burgeoning increased density arising from several other new activity centres in the City of Melville, including the Riseley Street Activity Centre, Westfield Booragoon Apartment Developments, Kardinya Activity Centre Plan, Willagee Activity Centre, Murdoch Activity Centre and Hospital Precinct, and others to follow, such as in Palmyra and Bullcreek. These will assist in the City of Melville meeting its density targets.)

4. We welcome those changes recommended by HRD which do address community concerns (for example, the introduction of plot ratios, setbacks, and clarity around what constitutes a storey), but are strongly opposed to some which are clearly inconsistent with community expectations (for example, the continuation of height bonuses in M10 and M15 and the establishment of an M15+ area). We oppose any proposed HRD changes that would be inconsistent with the recommendations in this submission.

The below review of the CBP against State Planning Policy 7.2 will be followed by our recommended changes to the HRD review of the CBACP.

B. How does the CBP measure up against State Planning Policy 7.2 – Precinct Design Outcomes

> ***Outcome 1:*** ***"The precinct design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place. New development is integrated into its setting and responds positively to the intended future character of an area."***

Assessment: Perhaps the biggest community concern is how developments at Canning Bridge are not enhancing or reflecting the distinctive characteristics of the local area, but rather are detracting from, not contributing to, a sense of place. There is no integration, developments are haphazard, uncoordinated, and there is no overall plan that considers access to open space, the protection of green canopy, the avoidance of heat islands, or the need for infrastructure (particularly provision for traffic and parking). As one example of the lack of overall planning, CBP is the one area in the City of Melville that does not meet Council guidelines on access to public parks, and yet it is destined to have the highest residential density.

> ***Outcome 2****: "Development within precincts integrates landscape design that enhances sustainability outcomes and contributes to community wellbeing. The local environment is enhanced through the: • protection of water and soil resources • retention and/or enhancement of the green network • protection and/or restoration of fauna habitat, where appropriate • consideration of microclimate and urban heat island impacts."*

Assessment: Because of the haphazard, developer-led, way the CBAC is being developed, with a lack of an overall plan – particularly with respect to "retention and/or enhancement of the green network" and consideration of "microclimate and urban heat island impacts" – it is strongly arguable that sustainability outcomes in this area are being seriously compromised, rather than enhanced. There is currently a lack of public open space, a very real risk to mature street trees (which in part define the character of Applecross) based on nil setbacks and possible future road plans (e.g., Forbes Road,) and large concrete podiums that are creating heat islands.

> ***Outcome 3****: "Built form height and massing (bulk and scale) across the precinct is responsive to existing built form, topography, key views and landmarks, and the intended future character of the area. Buildings are suited to their purpose, contribute positively to the character of the public realm, and provide good amenity at ground level."*

Assessment: The fact that this outcome is not being achieved is very apparent and this failure is behind much of the strong community concern about what is being allowed to happen in the CBP. When introducing higher density into what has been a residential community, this outcome needs special attention. There are serious concerns about how the CBP is being integrated into the residential areas of Applecross and Mount Pleasant. Three examples are as follows:

(i) In Mount Pleasant the CBAC boundary runs between houses making a very abrupt and unsatisfactory change in built form; and

(ii) The excess bulk and scale (made possible by height bonuses) of The Precinct and Sabina both detract from the "character of the public realm" and fail to "provide good amenity at ground level" – this is clearly evidenced by the lack of "vibrancy" around these two developments. In many cases, the approval of bonus heights based on community benefits has been of little or no value at all to the community and has exacerbated the negative impact of the form of those buildings on the character of the area. They have not been responsive to existing built form, nor have they contributed positively to the character of the public realm; and

(iii) The extremely bulky five storey developments in the H4 zone of Macrae Road and Kishorn Road, Applecross.

Outcome 4: "The precinct design facilitates development that meets the needs and expectations of the community and provides for change over time. Required services infrastructure is integrated in a manner that mitigates amenity impacts. Development considers the intended full lifecycle and is robust, resilient to wear and easy to maintain over time."

Assessment: The CBACP has fundamentally failed to meet "the needs and expectations of the community" – to the extent that there is now a serious lack of community trust in the planning process. The CBP surrounds one of Perth's major traffic bottlenecks and, with increased densification, this problem will only get worse. The lack of overall planning (with planners currently assessing traffic impact on a development-by-development basis) is a major cause for concern, including the uncertain future of Canning Highway (see later comments under recommendations). The issue of traffic congestion on both sides of Canning Highway is serious and will potentially stifle the area and can no longer be ignored.

Outcome 6. "The precinct design provides for comfortable public spaces that encourage physical activity, enable a range of uses and are accessible to all."

Assessment: As stated above, this is a major failing of the CBACP as it is currently being implemented. Apart from narrow river frontage (which itself needs protection to satisfy Outcome 2), there are no public open spaces in the CBP. In an era of pandemics and climate emergencies this is a critical failing which needs remedying in the current review. The CBP is the one area in the City of Melville that fails to meet the City's guidelines for access to public parks, and yet access to such parks are an even higher priority in high residential density areas. So-called public areas, such as rooftop gardens, on the top of podiums are not, and have not been, a satisfactory substitute.

Outcome 8: "Planning and development optimises safety and security within precincts by: • maximising opportunities for passive surveillance • integrating safety requirements in manner that does not compromise intended uses • following Crime Prevention through Environmental Design (CPTED) design principles."

Assessment: The current character of the CBP is stark and sterile (some describe it as 'soulless'). This does not encourage people to linger and spend time in the area, which would be a major source of passive surveillance. With some exceptions, the long-vacant and high vacancy rate retail space is dominated by takeaway food stores which do not encourage people to stay in the area. Contrast the CBP with the vibrant Applecross Village on Ardross Street, which is tree lined and has mixed retail outlets, as well as numerous well frequented cafes and restaurants. It is also a well-known 'family' and 'dog friendly' area that attracts a broad range of people from the community. Without an inviting environment in the CBP, there will be very limited "passive surveillance", and safety and

security will continue to be a challenge, particularly while the area goes through its transition (which could take another 10-15 years).

> ***Outcome 9: The precinct design provides for development that responds to local community needs and the wider social context by delivering an appropriate mix of land uses, dwelling types and public spaces.***

Assessment: Local community needs are not being met, including serious concern around the quality of some of the largest developments that have been built. An example, "The Precinct" is supposedly an "exemplary" design situated on a designated "iconic site". This is not a view shared by the vast majority of the community. The Precinct is a lesson that must be learnt, because it represents an extraordinary opportunity that has been lost to the community for generations to come. This 'iconic site' could have been utilised as a role model of how to satisfy Outcome 1. Instead, it is a prime example of what can result from the consideration of proposed new developments on a stand-alone basis in the absence of an overall coherent plan that works to meet the Precinct Design Outcomes specified in Planning Policy 7.2. See also above for comments regarding an appropriate mix of "public open spaces". An "appropriate mix of land uses and public spaces" has not been achieved because there is an evident absence of public open space, notably green open space, in the CBP.

> ***Outcome 10: "The precinct is attractive and inviting, with a coherent identity and cultural relevance. The scale, arrangement, articulation and material quality of buildings and spaces together create a high level of amenity."***

Assessment: This outcome has clearly not been achieved. It is a clear fail. See comments above or ask any member of the community in Applecross or Mount Pleasant. The lack of an overall plan and consequent incoherence in the developments, the low quality of many buildings, the absence of public open space, the scarcity of commercial tenants, the negative impact on a traffic bottleneck that is already under pressure, and the lack of appropriate integration into the surrounding residential areas are all contributing to an outcome inconsistent with both Outcome 10, but also completely inconsistent with the community's expectations when the CBACP was first approved. To date nothing of a cultural nature has been added to the CBP.

The next section contains the CRG recommendations in four categories – recommendations relating to the CBACP (but outside the review), major recommendations, other important recommendations and HRD recommendations endorsed by the CRG.

C. Recommendations for Council to consider in light of the CBACP Review:

C1. The CBACP should be gazetted as part of LPS6 as a statutory document and should not be a due regard document.

> As highlighted above, a major concern is that the way the CBACP has been interpreted has led to the community feeling betrayed and lacking faith in the planning process. What was explained to the community at the time the CBACP was endorsed is not what has been delivered. The change in status will require the provisions of the CBACP to be strictly followed and remove the exercise of discretion.

C2. Council should commit to developing its current land holdings at Moreau Mews and Kishorn Road in Applecross; and at 13 The Esplanade and 64 Kishorn Road, Mount Pleasant for public open space as soon as possible. Further, Council currently has a reserve account that is funded by increased rates generated by the increased density in the CBP. Council should commit to investing

those funds in the public realm in the CBP with a focus on developing pocket parks (in addition to the council-owned land mentioned).

The current lack of an overall plan for Canning Bridge means developments are being done in a haphazard way with no provision for public open space, pocket parks and playgrounds. While the City of Melville has pencilled in a piazza, this needs to be locked in so residents and ratepayers have confidence that it will be delivered. Council is benefitting already from increased rates from Canning Bridge and this needs to be reinvested for community benefits such as pocket parks and playgrounds

C3. Council should immediately give priority to discussing with Main Roads the future of Canning Highway and ways to ameliorate the adverse impacts of increased densification on what is already a major Perth Traffic bottleneck.

HRD have advised Council that "…we consider the (Main Roads) plans for Canning Highway….to be alarming and a major risk to the future of this precinct……The risk to the community of a trench running through the precinct is difficult to overstate." We agree that a trench on Canning Highway will have a major adverse impact on the amenity and integration of the CBP as well as being a major contribution to creating a heat island. We doubt it will resolve an obvious traffic bottleneck.

All options should be explored. For example, consideration of the City approaching Main Roads to build an extra lane on the northern side of Canning Bridge.

Currently, traffic travelling east on Canning Highway is stopped by the lights at the junction of Kintail Road/Canning Beach Road and Canning Highway. In peak hour this causes a bank up of traffic on Canning Highway that stretches back many kilometres and has caused Main Roads to propose a trench down the middle of Canning Highway which will provide a traffic light free run from west of Riseley Street up to the traffic lights at the western end of the Canning Bridge interchange. Traffic travelling to the City via the Kwinana Freeway will take the slip road before the traffic lights and that will clear a large proportion of traffic.

Traffic travelling further east on Canning Highway or travelling south on Kwinana Freeway will have to negotiate the two sets of lights on the Canning Bridge interchange and will still bank up.

The above Main Roads proposal will also result in the closure of Kintail Road and Canning Beach Road at the intersection with Canning Highway. Traffic from or to Applecross will need to enter Canning Highway at Sleat Road, or maybe Reynolds Road or Riseley Street depending on where bridges over the trench or slip roads onto the above ground section of Canning Highway are provided. HRD have advised that the negative impact of the proposed trench on the CBACP cannot be overstated.

Keeping Kintail Road and Canning Beach Road open to a slip road that has access to the northern entry to Kwinana Freeway will take most of the pressure off that intersection and if in peak hour, traffic is not allowed to turn right off Canning Highway into Kintail Road or access the lanes that travel east on Canning Highway, the traffic on Canning Highway will not have to stop at this junction. The slip lane will merge on the Kwinana Freeway so that both streams of traffic can maintain a steady flow.

The cost of the extra lane on the bridge will be far less than the costs of a trench and have a far less adverse impact. No matter what is done to Canning Highway, the choke point is the Canning Bridge itself and more so the Canning Bridge interchange. The choking of traffic

starts at that point and unless that is addressed, getting to the choke point faster will only make the problem worse. The "smart freeway" system has recognised that slowing down the input allows traffic to flow better. The open trench and the consequent closure of Kintail Road/Canning Beach Road is detrimental to the CBACP and residents.

D. Major Recommendations

D1. Completely remove any bonus height provisions

The West Australian Planning Commission (WAPC) has recommended that in reviewing the CBACP, a built form study is essential.

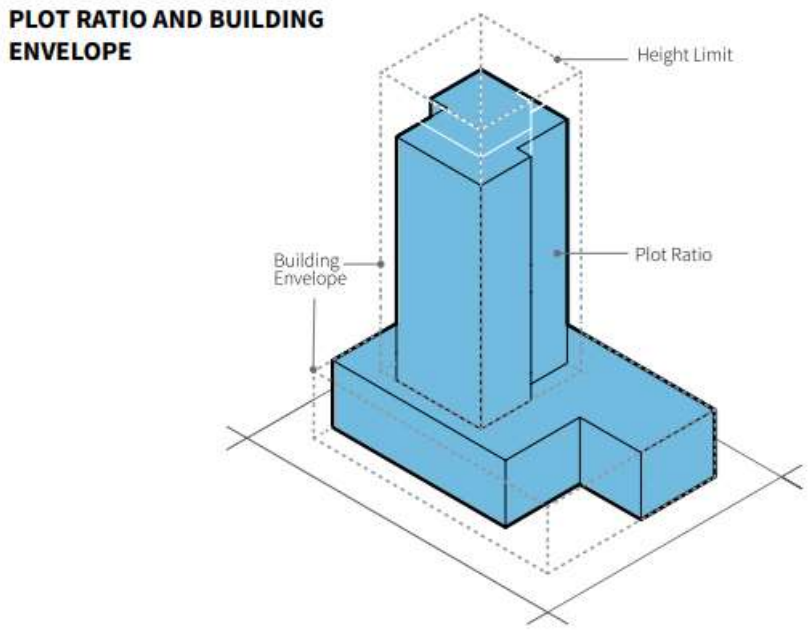
Urban Design Guidelines for Victoria, published by the State of Victoria (Australia) in 2016, defines built form as: The height, volume and overall shape of a building as well as its surface appearance.

State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments, provides that "Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area."

Building massing controls are the combined effect of the arrangement, volume and shape of a building or group of buildings. They apply to the bulk and arrangement of built form within the building envelope, governed by: — plot ratio, — building depth and — building separation.

The way a building is arranged on its site is particularly important for larger buildings. Site size and geometry, topography, and configuration in relation to adjacent streets, open space and other buildings are important considerations. Massing is also a significant factor in passive heating, cooling, and daylighting, with successful massing using the shape and size of the building to optimise climatic performance and reduce energy demand.

Building envelope controls establish a three-dimensional boundary within which development may occur, defined through combination of: — building height, — street setbacks, and — side and rear setbacks



NOTE: The building envelope is determined by the Lot size and shape, applicable prescribed setbacks and height limits. The Plot ratio determines and may limit the built form within the building envelope. Design features may further reduce the built form within but cannot exceed the building envelope.

Built Form and Building Envelope



Figure 2.1a The final built form will usually differ significantly from the building envelope, due to plot ratio constraint as well as necessary articulation of building for light, ventilation, open spaces and circulation.

Plot Ratio

Plot ratio is the method of establishing an allowable volume of development within the 'container' of the building envelope. It is the ratio of the floor area of a building expressed relative to the site area and sets the building massing for a development site.

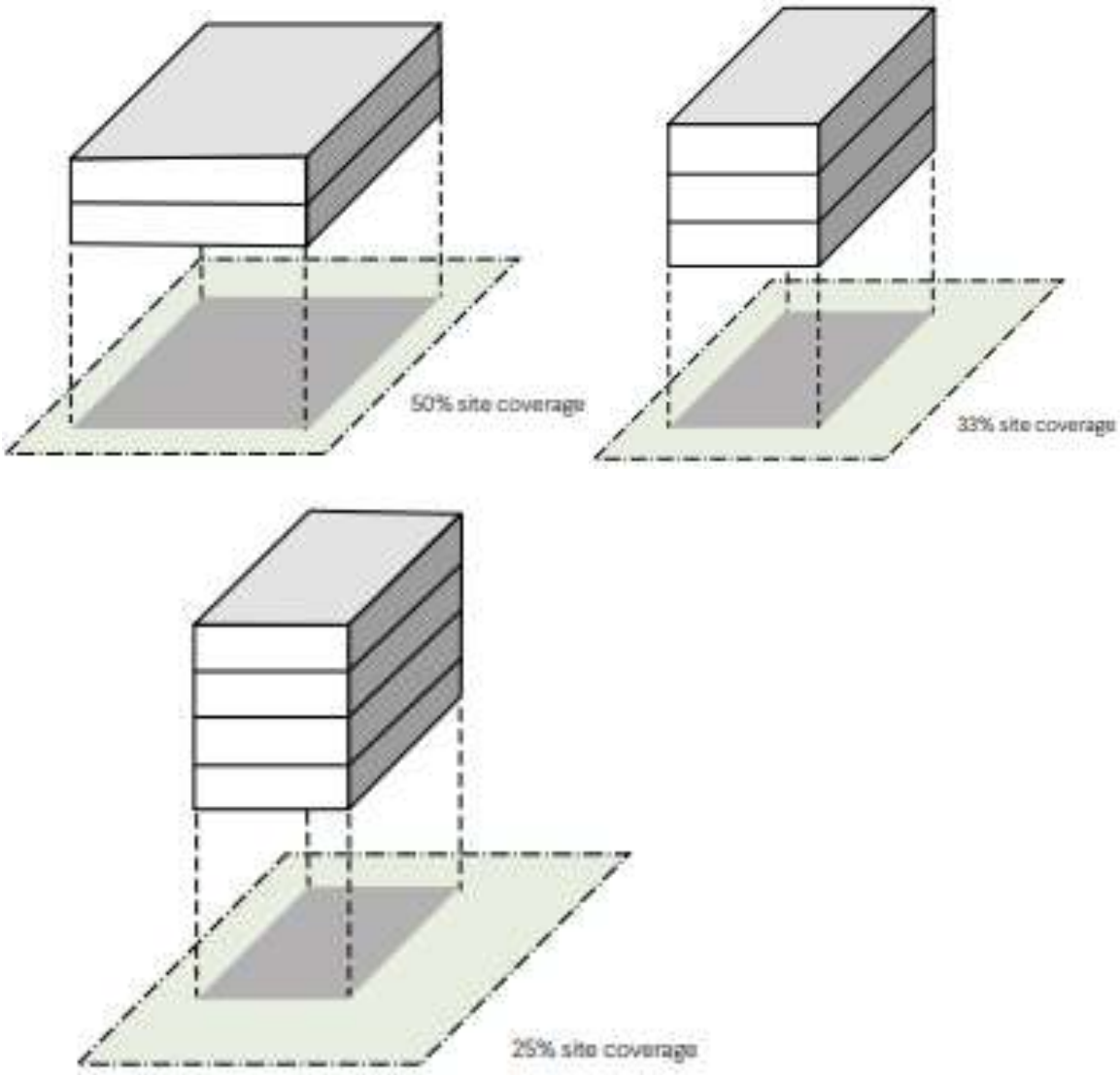


Figure 2.5a Indicative different built form massing for apartment buildings with a Plot Ratio factor of 1.0.

The Built Form pre CBACP

Prior to the introduction of the CBACP the built form in the CBP area mainly consisted of single residential houses, a nominal number of two to four storey residential apartment blocks and a nominal number of four and five storey commercial office developments which in Applecross, were located along Canning Highway and Forbes Road and in Mount Pleasant, along the Esplanade and between Helm Street and Canning Highway. The heritage buildings in the CBP are primarily the Raffles Hotel and the Tivoli Theatre on Canning Beach Road.

In respect of **State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments**, recommended approach that "Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area."

The CBACP makes no attempt to negotiate between existing built form and the intended future character of the area. Instead, the CBACP mandates a transition from low density to high density. That is, where existing low density is demolished, it can only be replaced by high density. Owners of single residential properties are not allowed to demolish an existing single residential property and build a new single level residential property within the CBACP area. This mandate has resulted in a drastic reduction of the value of single residential properties because the property can no longer be marketed as a single residential property without restrictions on re-building. The property is reduced to Lot value only as improvements such as the house are not of any value to developers.

In practice therefore the existing CBACP has failed to give proper consideration to the impacts upon the residents of the area, the amenity of the area or the infrastructure particularly the capacity of the local roads and Canning Highway to cope with increased traffic.

An example of the impact of the CBP high rise development next to existing low rise residential units and the impact on the existing residents and marketability of their properties is evident from the picture below. These properties will not attract residential owners who are interested in purchasing a property to live in. The only potential buyers are developers and the improvements on the land are of no value to a developer, so the properties have been effectively devalued to land value. This complex has been on the market for sale for some 3 years with still no sales effected, thus creating a negative ghetto effect of abandoned housing and stranded assets.





The Built Form after the introduction of the CBACP



The primary objectives of the CBACP in order of priority are to increase density by 4279 additional dwellings, provide affordable housing, maintain the amenity of the area, and reduce reliance on individual transport by having mass transport systems easily accessible to residents.

Increase in density

A review of the built form of developments that have been approved and constructed or partially constructed because of the introduction of the CBACP shows a collection of flat topped hi-rise towers not dissimilar to the residential featureless towers in Hong Kong and Singapore.

If the CBACP is not significantly amended and the current bonus heights are retained the entire skyline will be filled with equally high featureless buildings.

The following developments have been approved and fully or partially completed.

M15 zone – A total of 850 residential dwellings and approximately 15 commercial units across three developments which are, one 20 Storey development with two towers, one 22 Storey development in a single tower and one development with 2 x 26 Storey towers and one 30 Storey tower. That is, every development so far exceeds the zoned height of 15 Storeys in a range from 50% and above in five of the six towers and is double the height zone in one of the six towers. The alleged community benefits that have been provided for these bonus storeys are almost exclusively largely underutilized and unwanted community meeting rooms and end of trip public showers and bicycle parking facilities.

M10 zone – 357 residential dwellings and approximately 6 commercial units in four developments ranging from one 6 storey development because the Lot size does not meet the minimum Lot size for a 10-storey building, one 13 Storey development, one 15 Storey development and one 16 Storey development. Again, apart from the development on the small Lot, each of the other developments have been granted bonus heights for similar community benefits as in the M15 zone.

H6-8 zone – 98 residential dwellings in two developments where in each case setbacks were varied to provide extra floor space.

H4 zone – 94 residential dwellings in 4 four-storey developments and 2 five-storey developments.

Based on the land area allocated to each zone and the rate of development that has actually taken place, it is calculated that if the same development rate is maintained the number of residential dwellings will exceed 12,000 which around three times the initial CBACP target density of 4279.

The height, volume and overall shape of each development in the CBP as well as their surface appearance can at best be described as ordinary, with straight towers and no redeeming features.

Affordable Housing in the CBACP

The median price for a 3-bedroom, 2 bathroom home on a single residential lot with its own garden and open space is $465,000 in the Perth suburb of Piara Waters. These homes are not subject to additional strata fees and Local Government (LG) rates and charges are in the vicinity of $2500 per annum.

In contrast, single bedroom apartments in a CBP development are on sale from $465,000 to $579,000 and higher, plus LG rates and charges of upwards of $2,000 pa, and annual strata fees of another $1726. The objective of providing affordable housing in the CBP was never based on reality due to the high costs of the land, plus the high cost of development on land near the river foreshore with water drainage and deeper foundations being required for high rise buildings.

Had these same developments been constructed in the southern or southwestern areas of the City of Melville, the objective of affordable housing may have been achieved. However, due to the high purchase and ongoing costs, one-bedroom apartments are not selling in the CBACP and almost all developers are no longer including one-bedroom apartments in the development plans.

The CBACP mandates a minimum 20% of one-bedroom apartments in every development. As developers cannot sell one-bedroom apartments, this condition must be reviewed, thus placing the objective of affordable housing even further out of reach.

Removing the objective of achieving affordable housing in the CBACP and moving that objective and associated dwelling quota to another area in the City of Melville such as Bullcreek, where that objective would be more achievable, would allow developers in the CBP to use the space that would be allocated to one bedroom apartments to build larger apartments or more two and three bedroom apartments and that would generate greater profits and provide greater incentive to develop and would reduce the number of dwellings that need to be built in the CBP as well as having the benefits of reducing congestion and traffic in the CBP.

The current difference in price between a one bed and a two bed apartment ranges from a minimum of $100,000 to over $250,000 and between a one bed and three bed can be over $1 million in difference in the same development complex.

On the assumption that 20% of dwellings already built have been one bed apartments that would equate to 279 of the total of 855 required from the target of 4279 dwellings. The target number of dwellings in the CBACP could be reduced to 3703 being 4279 minus 576. At the same time because the quota has been moved to another development centre in the City, the overall target of increased dwellings required by the WAPC in the City of approximately 18,000 will be easily achieved and exceeded.

Maintaining the Amenity of the CBP

The CBP is desirable not only because of the proximity to the river, but also because of the tree lined streets and tree covered properties. Advertisements for sale of properties in the new high-rise developments focus on the green streets and tree covered suburbs. At the same time, each new development completely clears a formerly tree covered site and replaces the trees with a concrete tower. Green walls have proved unsustainable and deep root planting on roof terraces have also been unsuccessful wherever it has been tried, because the weight of the tree increases as it grows larger, watering the tree causes water seepage and the roots of the tree penetrate the concrete walls and flooring supporting the tree and create cracks, water leakage into the ceilings of the floor below and risk of collapse as the tree increases in size and weight.

Trees that can best provide cooling and combat climate change are too big and heavy for rooftop planting and therefore the trees that may be planted on a rooftop are only token and cosmetic.

The mass removal of trees, plus the need to remove street trees due to road widening to accommodate extra traffic, is destroying the amenity of the area rather than maintaining the amenity or improving the amenity. The reality is that an urban residential area is being converted to high rise with the associated heat island effect.

Reducing reliance on individual transport

The CBP is located within what has been claimed as a reasonable distance from mass transport systems. These systems are bus transport along Canning Highway, a solitary bus route that travels up and down Kintail Road; and a train station located across the Canning Bridge in the middle of the Kwinana Freeway.

Bus stops are located on Canning Highway and Kintail Road. During peak times, buses travelling to the City are usually full with standing room only, because the CBP the last bus stop before the bus enters the freeway and the bus has been picking up passengers along the route from the Bus stations at Booragoon or Fremantle. Buses leaving the City are also generally tightly packed and the first stop after the Freeway is the Canning Bridge train station and then the CBP.

The train station is another planning fail. The train station is only accessible by walking or by Bus. Being dropped off by vehicle is dangerous, as traffic is heavy and stopping is not allowed. If by Bus, the Bus must be caught on Canning Highway or Kintail Road for a short ride across the Canning Bridge and buses are allowed to stop and drop off passengers at the train station.

Walking to the train station involves walking across the very narrow footpath on Canning Bridge, where speeding cyclists also ride, and along part of the foreshore and through a tunnel to access the train station. The walk is uncovered and in summer the sun and heat are prohibitive. When it is raining the walk across the bridge is very difficult. In addition, the walk along the foreshore is lonely and unlit at night and can be risky. Walking directly to the train station along Canning Highway is not legally possible as there are busy parts of roadway with no pedestrian crossings that need to be traversed.

Regardless of what may be planned for the future, the location of the train station across the Canning Bridge isolates the train station from the CBP and makes access difficult, particularly for people with mobility disabilities. In addition to the access difficulties for both the train and bus systems, the advent of the COVID pandemic and its ongoing presence have required the State Government to mandate social distancing and controls on large numbers in confined spaces.

The objective of social engineering to reduce individual transport usage and increase mass transport systems may now be medically unattainable and irresponsible. The vision of large numbers of

residents preferring to catch a bus or walk across the Canning Bridge to the train station in inclement weather is a worthy vision, but unrealistic and not practically achievable.

Reasons for deleting the Bonus height provisions in the CBACP

Climate change, COVID, the growth of other activity centres in the City of Melville, and the reasons cited above all dictate that the CBACP provisions require a hard pruning to achieve some of the original objectives.

The built form study of the actual developments (see **Appendix B)**, as minimal as it is, does cover the entire number of developments in the CBP and cannot be disregarded. This study clearly shows that the target number of dwellings will be exceeded by three times or more if allowed to progress at the current rate unchecked.

A calculation of the area of land allocated in the CBACP to each zone, taking into account:

- Recommended plot areas; and
- Recommended changed Front, rear and side setbacks; and
- Resultant building envelope; and
- Height limits as specified in the CBACP without bonus heights; and
- A maximum tower footprint of 900sqm (multiple towers where Lot size allows); and
- Currently mandated minimum percentage of one-bed, two bed and more than two bed apartments per development.

shows that the target level of 4279 dwellings will be met, or slightly exceeded, on a less than 20% probability of sites being developed, being the percentage referred to by Hatch Roberts Day. (See **Appendix C)** for a brief description of this analysis).

The methodology employed to calculate the dwelling numbers that will be achieved in the CBP if the recommendations in this report are accepted and applied is as follows:

1. Determine the total area in square metres allocated to each zone in the CBACP.

2. Determine the number of Lots in each zone based on the minimum Lot size applicable for the zone and on a probability that only 20% of these Lots in each zone will be developed.

3. Determine the dimensions and shape of the site based on the minimum applicable Lot size for the site and CBACP zone.

4. Determine the dimensions of the building footprint for the site after applying the prescribed setbacks for the area.

5. Determine height limits and setbacks or other controls applicable to levels above the ground floor footprint. This establishes a three-dimensional building envelope.

6. Apply the applicable plot ratio to the building envelope to establish any further limitations on the size, height or shape of the built form that may be constructed on that site.

7. Apply the prescribed apartment mix for example currently 20% One Bed, 40% Two Bed etc. based on the Residential Design Codes minimum recommended apartment sizes to the available floor space as determined by the Plot ratio or building envelope whichever is the lesser.

8. Calculate the number of dwellings for one building site per zone based on application of the above criteria. Apply that number to the number of sites as determined in 2 above.

As 1399 dwellings have already been built or approved and in the process of being built, the target number remaining is 2880. That number could be further reduced by 576 if the one bed quota is transferred to another centre in the City. That means that the CBACP needs another 2304 to reach the target number. However, even without the 576 reduction, the calculations based on the above methodology shows that it only requires a 18.5% probability of development being undertaken, to achieve a target of 2885 and that number of dwellings will only require the approval of the following number of developments on minimum size Lots:

M15 – 9 Sites/developments; and

M10 – 10 Sites/developments; and

H6-8 – 3 Sites/developments; and

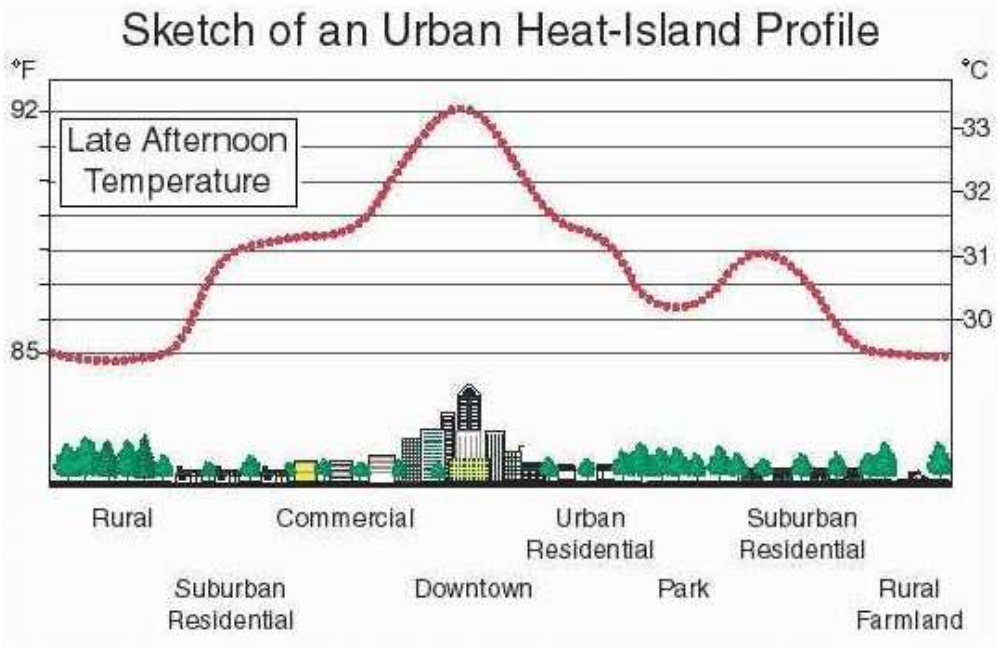
H4 – 14 Sites/developments.

NOTE: The use of a 20% or less probability of development means that if the CBACP area is ultimately 100% developed the final dwelling numbers will potentially be five times more.

The housing affordability analysis shows that developers will not progress with development if the market for one-bedroom properties does not change or if the mandate to include one-bedroom apartments as a minimum percentage of a development remains in force. However, regardless of any change, affordable housing in the CBACP was never a realistic objective and should be abandoned.

Climate change mandates a re-consideration of the level of mature trees that are removed from a site, and which have not been replaced with equally mature trees. That means that ground level open space on development lots are critical elements that must be retained. That also means that plot ratios and front, rear and side setbacks that can provide spaces for tree planting and optimal tree canopy growth conditions are vital planning requirements.

The sketch below shows the heat island effect of high-rise buildings in relation to a suburban area. The critical difference is the absence of trees in the built-up area and the masses of concrete which absorbs and retains the heat and releases the heat over a longer period thus increasing and maintaining heat over longer periods of the day.



The mental health impacts of COVID upon the community and being locked within high-rise apartments with no access to open space cannot be ignored. The CBP has the least level of access to parks within the City of Melville and will have the highest concentration of residents per square metre. It is therefore vital that City owned open spaces such as the properties in Moreau Mews and Kishorn Road, Applecross; and 13 The Esplanade and 64 Kishorn Road, Mt Pleasant are immediately set aside for permanent use as public open space, piazzas and parks.

It is also vitally important to limit the height of buildings so as to limit the heat-island effect and make it easier for residents to access open green space at ground level. Also, there is no reason to exacerbate the problems of over densification, traffic congestions and adverse climate conditions when the principal targets can be achieved without additional bonus heights.

D2. Amalgamation of lots

(a) In determining Lot size for the purposes of the application for development, any areas of a lot that are subject to PCA or Main Roads reserves **must be excluded from the** amalgamation **and calculation of the Lot size available for development.**

(b) Where Lots are amalgamated the resulting single Lot must be treated as having all the restrictions that applied to all and any of the individual Lots prior to amalgamation. For the purposes of clarity, when an application is submitted whether an amalgamation has been completed the application must be considered as though the amalgamation has been completed.

(c) Stranded Assets. Where Lots are proposed to be amalgamated to create a single or **"master Lot" of a sufficient size to meet the minimum Lot size requirements in the M15 or M10 zones, the development application should not be able to be considered under the CBACP if it is reasonable to conclude that a stranded asset may be created**. Developers must include the potential stranded asset in the amalgamation and creation of the single or "master Lot."

Under the current provisions of the CBACP, bonus provisions apply when any land that is subject to PCA or Main Road reserve provisions are ceded free of charge to the relevant authority for use as a roadway. In these cases, the JDAP has included the ceded land as part of the calculation of the minimum Lot size and in particular instances e.g., Forbes Residences, the actual Lot size on which the development is built, and which remains in the ownership of the development is less than the minimum Lot size prescribed by the CBACP provisions.

With the removal of the bonus provisions, this provision is no longer applicable, however the PCA and Main Road reserves still impact on the Lot size and for the avoidance of uncertainty, the exclusion of these reserves from Lot size calculations needs to be clearly stated.

In the M10 and M15 areas a development application requires a minimum Lot size to qualify for development approval to the specified height limits. Where an application is made which contemplates that several Lots will be amalgamated to create the minimum or required Lot size, the application may be and is generally submitted prior to formal amalgamation. Certain Lots in the M10 and M15 zones have had restrictions placed on, for instance, Lots adjacent to the H4 or H6-8 zone. On amalgamation the JDAP have placed the same restrictions only on the development sited on the area of the previous individual Lots and not equally on the whole of the amalgamated Lot.

As the restriction applies to the Lot adjacent to the H4 or H6-8 area and not the buildings and the application is for development on the amalgamated Lot, not each individual Lot, the application of the restrictions only to the development on Lots that no longer exist is an incorrect result. Clarification of these provisions will avoid such errors.

Stranded assets are those properties which when adjoining Lots are amalgamated and developed will isolate a Lot which is too small to be developed to the requirements of a particular zone. For example, in the M10 zone the minimum Lot size for development to the height limit of 10 storeys is 1800 sqm. Where a developer has accumulated a number of Lots and proposes to amalgamate those Lots to create a Lot that meets or exceeds the minimum Lot size of 1800 sqm but at the same time isolates, for instance on a street corner, a Lot with an existing single residential property that is less than 1800 sqm, that would be a “stranded asset” as it cannot be amalgamated with another Lot to create a minimum Lot size for the area and consequently will never be able to be developed to the zoned height. Another example of isolation would be that instead of being isolated as a corner block, isolation would occur where there is a Lot, the size of which is under the relevant minimum size for the area, adjacent to Lots that are equal to or greater than the relevant minimum Lot size for the area. In this case future developers of the Lots that meet the minimum size have no reason to acquire the smaller Lot and that makes the smaller Lot a “stranded asset” and it is the previous development that created the stranded asset that should be required to include that property in their amalgamation.

D3. Introduce compensation for adversely impacted amenity on surrounding residential to be paid for by developers

A primary and very important consideration of the CBACP is to introduce the new high-rise development while not adversely affecting the surrounding residential built form or amenity. The success of the plan is highly dependent on being able to increase dwelling density with as little negative impact as possible. Changes that have already been introduced to the original CBACP and approved by the WAPC recognised that Lots in higher density zones that are adjacent to lower density zones must be limited to maximum height

limits even in the original construction of the plan where height limits in the M15 and M10 zones were potentially unlimited.

Where the CBACP development or potential development has, or will, permanently adversely impact upon a residential property adjacent to the CBACP boundary, for example, where the boundary of the CBACP is located on the fence line or boundary of a residential property outside the CBACP and that residential property (particularly where the residential property is located on the southern side of the CBACP), would be permanently deprived of sunshine and no level of alteration to that property will alter the over shadowing or bulk resulting from a high rise development immediately on the boundary of the residential property, there is a need to seek to remedy that impact.

It would be reasonable to conclude that the saleability of the properties concerned have been adversely affected and the market value has been reduced. In these circumstances, the CBACP provisions must include and allow for compensation to be paid to the affected owners. Such compensation to be paid from developer contributions and to be assessed under a policy to be developed by Council.

D4. H4 area on western side of Forbes Road to remain H4 (HRD recommended changing it to H8) and area on eastern side of Forbes Road to be H8 (currently M10)

Forbes Road is a beautiful, heritage Jacaranda lined street that must be preserved. Increasing zoning/density along this street will only reinforce its destruction. Whilst HRD have pointed to Main Roads with respect to road widening, Mains Road will ultimately make their decision based on traffic flow and volume rather than the planning outcomes (such as Outcome 1).

It is strongly recommended that the eastern side of Forbes Rd be reduced to H8 to maintain residential setting of this Jacaranda lined street and provide natural height progression to H4 on western side.

D5. Boundary on southern side of Mount Pleasant to be realigned as per Council Resolution (HRD have not recommended any change)

This area is unduly impacted by the southern boundary of the CBACP adjoining properties of lower density resulting in unacceptable overshadowing of properties zoned R20. While HRD have suggested that the R Codes should apply to diminish this impact, there is no certainty that this will occur. There has been and remains strong community concern regarding the unacceptable overshadowing of adjoining properties that results from this southern boundary. Community support for the boundary being modified has been clearly demonstrated (as per the result of the formal community consultation process undertaken in 2021). Accordingly, there is a confirmed community expectation that this boundary be modified.

D6. H4 to have a maximum height of 14 metres (not 16 metres) (HRD have not recommended any change to the current 16 metres)

Several developments in H4 have included a fifth storey which has erroneously been classified as a mezzanine. This has been acknowledged by HRD. These fifth levels should qualify as storeys under the NCC. This change allows 3.5m per storey, more in line with 3.2m per storey in other zones. This is also assisted by changes elsewhere in these proposed revisions to the CBACP where “mezzanines” that cover the whole floor have been classified as storeys (as per the NCC). The H4 is a transitional zone between the H8 and the one and two storey residential zone and therefore is a mixture one, two three and four storeys. New buildings to date that are five storeys and 16m high are overly bulky and intrusive on

neighbours. Limiting the height to 14 metres will reduce the overbearing nature of new developments.

D7. Public open space – In clause 10.9.1 of the CBACP change the 10% requirement to 20%; change the wording from "may be" to "will be"; and delete the option for cash in lieu. (This is a proposed new clause recommended by HRD. HRD recognise that there is a lack of public open space in the CBP. The CRG recommend increasing the 10% to 20% and removing the option for *cash in lieu.)*

There is a severe lack of open space in the Canning Bridge precinct, including no wide-open space on the foreshore (unlike, for example, in South Perth). The suggested 10% open space target was devised in a past era of much less density and quarter acre lots. 20% would deliver genuine, accessible open space which would improve the sense of community and vibrancy in the precinct and community well-being. As noted above, it will also assist in ameliorating heat islands.

It would also potentially allow for small parks and playgrounds for the younger generation, including residents of the developments. The need to make this "will be", instead of "may be", is obvious. The lack of open space is key issue facing CBACP and cannot be replaced by a cheque book. The significant increase in housing density in the CBP makes a corresponding increase in open space that is accessible to the community at large, and for future generations, imperative.

D8. Minimum lot sizes for H4 and H8 – 1,200sqm for H4 and 1,800sqm for H8 (HRD did not make any recommended changes in this area)

Current CBACP recommends minimum of 1,200sqm for 6 stories and above but does not recommend a minimum lot size for the H4. This has resulted in a four-storey development being approved on a 500 sqm Lot in the H4 zone. CBACP requires a clear minimum to be prescribed for H4, so recommend 1,200sqm applies to H4. It is evident from the H4 developments to date this is a critical issue in a residential setting with numerous adjacent single-story dwellings. Revised minimum lot sizes will better cater for revised front, rear and side setbacks proposed.

The H6-8 area is the smallest area in the CBACP but the two developments that have been approved are both 8 storeys and although both sites are in excess of 2000 sqm they have still required the application of discretion to reduce setbacks. Consequently, as the current built form evidences a requirement for Lot sizes greater than the current minimum of 1200 sqm an increase of the minimum Lot size to 1800 sqm is justified.

D9. The tower floor plate maximum of 900sqm to apply to M15 and M10 zones. Plot ratio limits fixed for each residential zone: H4 2:1; H6 3:1; H8 4:1. NOTE: This recommendation is based on acceptance of the CRG recommendation of no bonus heights and differs from HRD recommendations for reasons below. The tower floor plate maximum of 900sqm is a HRD recommendation we support.

The plot ratios proposed by HRD would have limited the number of storeys permissible in each zone and not achieved the desired density. For example, in H4 only two storeys is required to reach the HRD plot ratio limit.

The plot ratios for H4, H6 and H8 are determined by the 6m setback on all boundaries for residential developments and the number of storeys, whereas in the M10 and M15 the plot ratios are controlled more by the tower plate of 900sqm and setbacks.

D10. Introduce Developer Contributions

The CBACP includes provisions for developer contributions, but these provisions have never been activated. The contributions are necessary to fund the changes in infrastructure that are or will be required because of the increased density. Failure to obtain developer contributions for future costs related to the increased development will result in ratepayers having to carry those costs.

In addition, the creation of stranded assets and assets that have been adversely and permanently affected must also be addressed and as these adverse effects have been caused by the developments the use of these funds to compensate any losses is justified.

D 11. Use of setback areas between developments

A minimum setback between adjacent developments of four metres each will provide a potential eight-metre-wide laneway between properties. If perimeter fencing is not allowed and instead a laneway is prescribed which has trees planted in a three-metre-wide strip on either side with a two-metre-wide paved pathway, this will ensure a level of tree cover within the CBACP area and provide shortcuts for pedestrians to move between buildings.



Flagstaff Lane East Perth



Katherine Place design concept. Image: Participate Melbourne website

For further information about the City of Melbourne's Green Your Laneway program, visit http://participate.melbourne.vic.gov.au/greenlaneways

E. Other Important Recommendations

E1. Clauses 1.1.3 and 1.2.3 and clause 1.5.3 remove "Recreation – public". (This is a change to the original CBACP – HRD made no recommendations in this area)

Multiple dwelling in residential areas should not contain Recreation-public facilities. Providing public access recreation areas within residential developments creates security risks as well as maintenance issues. These provisions have also been linked to the granting of bonus heights and have been overvalued and overrated. As bonus heights are not recommended this provision becomes redundant.

E2. The last sentence in clause 3.9.3 needs to add the words "with the written consent of the adjoining owner". Clause 3.9 is a HRD recommended addition to Q1 and Q2 in the CBACP and reduces maximum podium height, makes clear a mezzanine is a storey and provides basic controls to manage building interfaces between H4 and H8 somewhat enhancing protections for H4 zoned land. Under 3.9.3 the last sentence reads: "The setback of the building can comprise balconies and terraces with open roofed structures". CRG recommend adding the words "with the willing consent of the adjoining owner." With this change the CRG supports the inclusion of clause 3.9.

To protect the privacy of residents in H4 areas.

E3. Clause 4.10.1 Active frontages should be minimum of 3 metres and delete the words "may be varied to nil……" in the first dot point. Clause 4.10 is a HRD recommended addition to Q1 and Q2 in the CBACP so "Front setback provisions for Q1 and Q2 (are) designated by frontage type, not by permitted building height in keeping with focus on ground plane character. This ensures street type, land use and lower floors of buildings are complementary to present a cohesive public realm. Street tree retention explicitly promoted in clause 4.10.2". Notwithstanding this, CRG recommend a minimum of 3 metre frontages.

The council verge on almost all roads within the CBACP are narrow making this issue critical. A minimum of 3m provides sufficient space for wide pedestrian ways, undercover areas, small trees and potentially outdoor dining. The lack of setback on the "active frontage" of the Precinct (for example) has a harsh and uninviting feel. Ardross St village on the other hand (largely due to verge and street width and presence of trees) provides an expansive and welcoming feel.

E4. Clause 4.10.2 The words "may be" to be changed to "must be". As noted above, this clause is a HRD recommended addition to the CBACP. The HRD clause 4.10.2 reads "Notwithstanding setback controls in 4.10.1, additional setbacks may be required to ensure the protection and retention of street trees. CRG recommend priority be given to the protection of street trees and so change "may be" to "must be".

By changing to "must be", instead of the discretionary "may be", it will become obligatory for additional setbacks to be required to ensure the protection and retention of street trees to mitigate against the climate change impacts of increased density and to retain the leafy character of mature trees in the area and heat minimisation benefits of natural shade.

E5. Clause 5.9.3 a) side setbacks to be 4, 4, and 6 metres and under residential remove the words "or 20% of the lot width (whichever is lesser)" and delete the same words under clause 5.9.3 b). Clause 5.9 is a HRD recommended addition to Q1 and Q2 in the CBACP. CRG strongly supports this clause designed to allow greater attention to solar access, overshadowing and privacy, however, does not support zero setbacks in active frontages and, as above, believe that active and mixed frontages should have a minimum setback of 3 metres.

Setbacks have been made consistent across zones. It is important to remember this is a residential suburb (not Hay Street Mall). Whilst active street frontages are important for engagement and vibrancy, these should not override the feeling of space and separation between large structures. In H4 and H8 there should be no carve out on setbacks due to a developer acquiring a narrow block which is not fit for purpose.

E6. Clause 7.1 needs to add the sentence "However, in Q1 and Q2, sufficient breaks/gaps in the weather protection shall be provided to protect and/or retain street trees." Clause 7.1 is in the current CBACP and HRD have not recommended any changes.

By requiring sufficient breaks/gaps in permanent protection infrastructure over the footpath within the street verge close to existing street trees, the street trees will not need to be pruned or placed under the shade of the weather protection, so that the health and optimum growth of the street trees will not be compromised to make way for permanent weather protection. This ensures that the superior cooling properties of natural shade are maximised. It will also ensure the protection and retention of street trees to mitigate against the climate change impacts of increased density and retain the leafy character of mature trees in the area and heat minimisation benefits of natural shade.

E7. Clause 10.3 Open space should mean greenery and green canopy. Therefore, in clause 10.3 remove "green walls" and delete the last sentence allowing balconies greater than 12sqm to be included. Clause 10.3 is in the current CBACP and HRD have not recommended any changes.

Green walls should not be included the calculation of the percentage of landscaping. There is already evidence of green walls failing twice (and not being replaced) on a development in Canning Bridge (Sabina). Similarly, private balconies (greater than 12) sqm should not be included in the landscaping calculation – balconies are not communal areas.

E8. Clause 11.5 Desired outcomes – change to 5 stars in Q1 and Q2 to equate with South Perth. Clause 11.5 is in the current CBACP and HRD have not recommended any changes.

Given the climate emergency, there is no reason why Q1 and Q2 (in the City of Melville) should have a lower requirement than the South Perth side of the CBP. To minimise adverse environmental impact, and for consistency, a 5-star rating should be a required.

E9. Clause 18.3, Car Parking – requirements in Q1 and Q2 to be the same as for South Perth. HRD did not recommend any changes, but the previous clause has been put in table form by HRD.

There is already a significant parking issue in Canning Bridge. We should be encouraging, not limiting, the provision of parking facilities. The requirements in Q3, Q4 & Q5 (South Perth) should also apply to Q1 & Q2 (Melville). Cash in lieu is not an acceptable alternative to not providing parking in developments. Consideration should also be given to drop off/pick-up areas for taxis and uber and a parcel delivery parking area for each development.

E10. Clause 18.11.2 does not reflect Australian standards. Replace with "Access and egress to and from on-site parking, from and to the street shall comply with AS/NZS 2890.11:2004 Parking Facilities Part 1: Off-street parking." **Clause 18.11 is a new clause recommended by HRD. Clause 18.11.2 as recommended by HRD provides "Access to on-site parking from the street shall provide adequate sightlines to ensure pedestrian amenity and safety is retained, including a visual truncation of 1.5m by 1.4m".**

The Australian Standard has a significantly higher safety standard than the R Codes in terms of sight lines and flatter ramp gradients when exiting a property, reducing the risk to pedestrians. Safety should not be compromised.

E11. Clause 21.1 "exemplary design" should be a requirement for all developments in Q1 and Q2. **Clause 21.1 is in the current CBACP. NOTE: Clauses (or Elements) 21 and 22 only apply to applications for bonus heights and so would be redundant if the CRD recommendation regarding no bonus heights is accepted. Regardless there needs to be a much greater focus on quality build and design in the CBP.**

There is already significant concern regarding the quality of developments in the CBAC (including questioning of how some developments were classed as exemplary to achieve height bonuses). As discussed above, this report recommends abolishing height bonuses, and all buildings should be of a high standard.

E12. Clause 21.4.5 should be included in element 10 for Q1 and Q2. Clause 21.4.5 is in the current CBACP and HRD haven't recommended any changes. NOTE: Clauses (or Elements) 21 and 22 only apply to applications for bonus heights and so would be redundant if the CRD recommendation regarding no bonus heights is accepted. Hence, this requirement should be moved to Clause (Element) 10 and apply to all developments.

Given the current climate change emergency, the Element 21.4.5 requirement for demonstration of a mitigation of urban heat island effects through the provision and maintenance of landscaping which includes the planting of mature shade trees, should be the standard, minimum design consideration for all development, including under Element 10 within Q1 and Q2.

E13. Page 56B Mezzanine b) should be the same as the NCC Clauses C1.2 (d)(i) and (d)(ii), that is: *b) (i) a mezzanine is a storey in that part of the building in which it is situated if its floor area is more than 200m^2 or more than 1/3 of the floor area of the room, which ever is the lesser, and, (ii) two or*

more mezzanines are regarded as a storey in that part of the building in which they are situated if they are at or near the same level and have an aggregate floor area more than 200m^2 or more than 1/3 of the floor area of the room, whichever is the lesser. **This section has been amended by HRD to clarify what is a mezzanine but needs further clarification.**

The CBACP states that the definition of a storey is the same as the NCC, which has always been the case. This latest review has sought to clarify some of the misinterpretations of the NCC, however there remain a number of loopholes. In the past the city of Melville has sought to dismiss the definition of a mezzanine and storey in the NCC and labelled some storeys as mezzanines and even put through an amendment to the CBACP which ignored NCC Clauses C1.2 (d)(i) and (d)(ii).

E14. Page 58 Amendment A as amended by HRD includes clauses a)(ii) and a)(iii) that are not part of the NCC. In order to comply with the NCC C1.2 (b)(i) and (b)(ii) Storeys a) and c) should be amended as follows:

a. A storey is not counted if –

(i) It is situated at the top of the building and contains only heating, ventilation or lift equipment, water tanks, or similar service units or equipment; or

(ii) It is situated partly below the finished ground level and the underside of the ceiling is not more than 1m above the average finished level of the ground at the external wall, or if the external wall is more than 12m long, the average for the 12m part where the ground is lowest.

b. Unchanged, although incorrect it applies only to the South Perth side.

c. Delete, covered in new a)(ii) above.

The HRD proposed clauses, a) (ii) exclude a roof top bathroom, shower room, laundry, water closet or other sanitary compartment, and a) (iii) exclude a car park for three or less vehicles, as a storey. **NCC Clause C1.2 (b)(i)** states that only rooftop service facilities are not counted as a storey. The facilities mentioned in CBACP Page 58 Amendment A clause a) (ii) included facilities that are for public use. These facilities will have four walls, a roof and floor and are above ground level which fits the definition of a storey, albeit they may have a smaller footprint than lower storeys. The NCC does not specifically mention whether a car park for three or less cars is a storey or not. It does cover basements and partially below ground levels, such as undercroft car parking.

Also the **CBACP Page 58 HRD Amendment A clause c)** states that if a level is 50% or more below ground it is not a storey. This is not consistent with NCC Clause C1.2 (b)(ii).

(Note: the NCC does allow for individual variations from the rules within. There is a well-defined process within the NCC for assessing and approving variations. Any variation must be professionally engineered and not add to the overall risk.)

F. HRD Recommendations supported by CRG:

In general, and subject to any HRD recommendations not being inconsistent with the CRG recommendations above, the CRG supports other HRD recommendations to the extent they are seeking to achieve the objectives of the CBACP in a way the community can support.

As examples, we support:

- Desired outcome 1.2 in which HRD suggest the “need to acknowledge capacity constraints of Q2, particularly in respect of traffic;

- The 6m setback for all residential developments, which specifically applies to residential zones H4, H6 and H8.
- The 12-metre separation of towers on adjoining lots and the 900sqm tower footprint in M10 and M15
- Maximum tower footprints of 900sqm in M10 and M15.
- HRD's recommendation to "Remove universal objective of continuous street frontage for all of Q1 and Q2 (the areas of the CBAC within the City of Melville). This objective is considered inconsistent with an urban setting and unnecessary for mainly residential areas."
- An improved focus on the protection of street trees (but needs to be strengthened as above).

Without going through all the HRD recommendations, the CRG is confident that if the CRG recommendations are accepted, along with HRD recommendations that are consistent with those recommendations, then the community can be confident that the CBP in the future, guided by a gazetted CBACP, is far more likely to reflect community expectations and help towards restoring community faith in the planning process.

G. Conclusion

We submit these key recommendations to Council and strongly urge that they be advertised for public consultation as a part of the CBACP Review to better reflect community expectations and needs.

We thank Council for the opportunity to provide this important community input into the much-needed review of the CBACP.

Appendix A – Desired Outcomes under State Planning Policy 7.2 – Precinct Design

State Planning Policy 7.2 – Precinct Design – Operational 19/2/21

In the context of State Planning Policy 7.0 Design of the Built Environment (WAPC, 2019)(SPP 7.0) Design Principles, the 10 outcomes listed below specify the role of planning and development in contributing to the overall objectives of this policy. The outcomes can be achieved through addressing the policy measures and meeting the objectives in the Precinct Design Guidelines. They can be used to guide discretion in policy application and provide a basis for its evaluation.

1. The precinct design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place. New development is integrated into its setting and responds positively to the intended future character of an area.

2. Development within precincts integrates landscape design that enhances sustainability outcomes and contributes to community wellbeing. The local environment is enhanced through the: • protection of water and soil resources • retention and/or enhancement of the green network • protection and/or restoration of fauna habitat, where appropriate • consideration of microclimate and urban heat island impacts.

3. Built form height and massing (bulk and scale) across the precinct is responsive to existing built form, topography, key views and landmarks, and the intended future character of the area. Buildings are suited to their purpose, contribute positively to the character of the public realm, and provide good amenity at ground level.

4. The precinct design facilitates development that meets the needs and expectations of the community and provides for change over time. Required services infrastructure is integrated in a manner that mitigates amenity impacts. Development considers the intended full lifecycle and is robust, resilient to wear and easy to maintain over time.

5. Planning and development of precincts delivers a sustainable built environment through: • passive environmental design measures • water sensitive urban design • enhancement of the green network • harnessing opportunities for renewable energy sources and precinct-wide energy savings • adaptive reuse of existing structures where feasible • promotion of active and public transport modes.

6. The precinct design provides for comfortable public spaces that encourage physical activity, enable a range of uses and are accessible to all.

7. The precinct design provides for places that are easy to navigate, with clear connections, good lines of sight to key locations and a logical, intuitive layout.

8. Planning and development optimises safety and security within precincts by: • maximising opportunities for passive surveillance • integrating safety requirements in manner that does not compromise intended uses • following Crime Prevention through Environmental Design (CPTED) design principles.

9. The precinct design provides for development that responds to local community needs and the wider social context by delivering an appropriate mix of land uses, dwelling types and public spaces.

10. The precinct is attractive and inviting, with a coherent identity and cultural relevance. The scale, arrangement, articulation and material quality of buildings and spaces together create a high level of amenity

Appendix B – CBACP – Built Form Study – March 2022

Address	DAP Ref	Storeys	Apartments	Commercial	Zone	Lot size m2	Name
63-63A Kishorn, 1-6/20 & 18 Ogilvie Road, Mt Pleasant	2015/659B	20	212	2	M15	4048	Cirque
3 Kintail Road, Applecross & 908 Canning Highway	2016-1455	2x 26-1x30	446	8	M15	4781	Sabina
Sleat Rd & 1001/893 Canning Highway		22	192	5	M15	5187	Precinct
Total			850	15		14016	
20-22 Kintail Rd, Applecross	2019-2	15	94		M10	2021	Grandton
55,57,57A,57B,59,61,61A Canning Bch Rd & 2 Moreau Mews	2019-41A	16 - 3 Towers	224		M10	7674	Riviere
40A,B,C Kishorn Rd & 10,12,14 Forbes Rd Applecross	2018-9/D	13	34	3	M10 R	1899	Forbes
65A Canning Beach Road, Applecross	2021-13	6	5	1	M10	512	
Total			357	4		12106	
3 Wren Street, Mt Pleasant	2018-10	8	49		H6-8	2027	
9 Wren Street, Applecross	2021-14	8	49		H6-8	2028	
Total			98			4055	
21 Kishorn Road, Mt Pleasant	2017-936	4	21			1012	
36 Kintail Road, Applecross	2017/1408A	4	16		H4	1026	
12 Tweedale Road, Applecross	2016/1435A	4	5		H4	672	
3/8 Macrae Road, Applecross	2016-1467	4	30		H4	1353	
18A Tweedale Rd, Applecross	2017-1238		10		H4	652	
25 The Esplanade, Mt Pleasant	2021-3	4	12		H4	1287	
Total			94			6002	
Overall Total Apartments			1399				

Appendix C – Dwelling Built Form Controls & Dwelling Density Calculation Methodology

DWELLING BUILT FORM CONTROLS & DWELLING DENSITY CALCULATION METHODOLOGY

Details	M15	M10	H6-8	H4
Lot Size (Min)	2000	2000	1800	1200
Setbacks F-R-S	F 3-R 4-S 4	F -3-R-4-S-4	F-6- R-6-S-6	F-6- R-6-S-6
Tower Footprint	Max 900 sqm	Max 900 sqm	N/A	N/A
Building Height Maximum	Max 15 Storeys 48m does not includes roof structures	Max 10 Storeys 32m does not includes roof structures	Max 8 Storeys – 26m does not includes roof structures	Max 4 Storeys 14m does not includes roof structures
Plot Ratio	Max 6.6:1	Max 4.5:1	Max 3.8:1	Max 1.6:1
Min Distance between Towers/Buildings	Min 12 metres on adjoining sites in the same zone	Min 12 metres on adjoining sites in the same zone	Min 6 metre set back for redeveloped sites	Min 6 metre set back for redeveloped sites
Apartment Mix	1 Bed – Min 20% Max 50% 2 Bed – Min 40% 3 Bed or more – remaining %	1 Bed – Min 20% Max 50% 2 Bed – Min 40% 3 Bed or more – remaining %	1 Bed – Min 20% Max 50% 2 Bed – Min 40% 3 Bed or more – remaining %	1 Bed – Min 20% Max 50% 2 Bed – Min 40% 3 Bed or more – remaining %
Apartment Size - Min	1 Bed – 55 sqm 2 Bed – 85 sqm 3 Bed or more 100 sqm	1 Bed – 55 sqm 2 Bed – 85 sqm 3 Bed or more 100 sqm	1 Bed – 55 sqm 2 Bed – 85 sqm 3 Bed or more 100 sqm	1 Bed – 55 sqm 2 Bed – 85 sqm 3 Bed or more 100 sqm

Changes recommended by CRG
In agreement with HRD
Consistant with Residential Design Codes



East Perth Redevelopment Project

Attachment 4

AT CANNING BRIDGE

Report on Consideration of Submissions

March 2023

City of Melville

HATCH | RobertsDay

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

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

DOCUMENT CONTROL

Title	Canning Bridge Activity Centre Plan - Report on Consideration of Submissions
Client	City of Melville
Prepared by	Hatch RobertsDay Level 2, 442 Murray Street, Perth WA 6000

REVISION	COMMENT	AUTHOR	APPROVED BY	DATE ISSUED
A	Draft	R.Duckham, D.Cole	D.Cole	15/03/2023

Introduction

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

> "Outcomes have not matched expectations in the precinct"

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

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

Recognising that focus on the ACP alone will be insufficient to deliver a desirable future for the precinct, Hatch RobertsDay has proposed a range of actions to complement the ACP (which only provides development control for private land). These complementary actions are interconnected with the recommendations within the ACP. Any consideration of recommendations should consider the actions proposed holistically.

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

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

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

Background

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

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

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

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

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

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

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

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

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



Figure 1 - Canning Bridge Activity Centre Plan

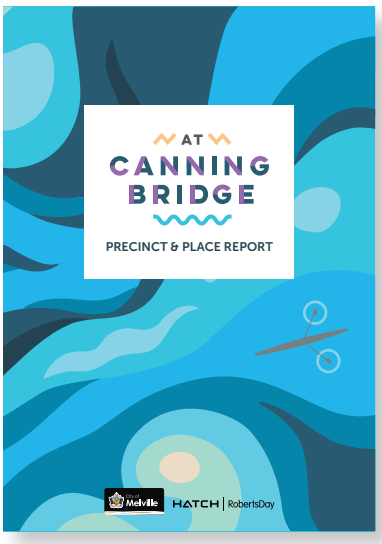


Figure 2 - Precinct and Place Report

Background

Advertising Period

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

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

Additional tasks during Period

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

Review of Submissions

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

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

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

Figure 3 - Place and Design Forum February 2021

Process post Advertising Period

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

The panel met on four occasions:

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

The intent of the panel process was to

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

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

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

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

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

Outcomes

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

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

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

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

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

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

Recommended Actions outside of the Activity Centre Plan

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

1. Funding the Precinct

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

2. Public Open Space

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

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

3. Traffic and Parking

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

Review the Parking Strategy for the precinct, which identifies on-street parking controls at a strategic level, to assist in driving desired outcomes, like reducing car dependence and discouraging all-day commuter parking on streets.

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

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

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

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

4. Seek a better outcome for Canning Highway

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

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

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

5. Improve Transport Choice

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

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

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

6. Targeted Community Benefits

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

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

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

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

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

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

7. Local Development Plan Procedure

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

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

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

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

8. Design Quality

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

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

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

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

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

9. Stranded Assets and Compensation

The question of "stranded assets" (lots isolated by surrounding development and unable to be developed themselves) is vexed and not limited to the ACP. Some provisions for isolated lots have been included in the ACP however to tackle the broader question the City is recommended to undertake a study into isolated lots, including questions of appropriate compensation mechanisms, an effective framework and process to provide clarity for all parties, and consideration of any legal and governance questions.

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

10. Precinct and Place Report

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

Long term actions for ACP

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

1. Splitting the ACP at the Local Government Boundary

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

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

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

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

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

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

Proposed Changes to the Advertised version of the Canning Bridge ACP

Ref	Subject	Clause and/or Page	Modifications Proposed	Rationale
1a	**Plot Ratio - Base**	Clause 2.7.4 (p30)	Amend plot ratio table as follows: **Zone** / **Maximum Plot Ratio** H4 — 1.0 H8 — 2.1 H10 — 2.9 H15 — 4.2	Slight increase in plot ratio (0.2 for each one) to ensure infill growth targets as set by the City of Melville and state government, can be met given other changes to the ACP
1b	**Plot Ratio - Bonus**	Bonus Provisions (p52)	Amend right hand column of table depicting heights and plot ratio as follows: **Maximum Plot Ratio** 3.7 (0.8 additional) 5.7 (1.5 additional) 6.7 (2.7 additional)	As above
2	**Stranded Assets** Defining them and providing them with opportunity for redevelopment and renewal (parking concessions)	8 Interpretations (p 56)	Insert definition for "Isolated Landholding (Applies to Q1 and Q2)" as follows: *"A lot or lots with a combined area below the minimum lot size to qualify for development above 6 storeys in M10 or M15 zones under Element 2 of the CBACP, and that are surrounded by development which, in the opinion of the City of Melville, has no reasonable prospect of redevelopment (for example due to surrounding development being recent or subject to heritage controls)"*	Recognise that, due to development on neighbouring lots, some landholdings will be isolated and unable to meet the minimum lot size requirements for more intense development. To partly account for this, parking requirements have been relaxed to make smaller scale development more viable and reduce car dependence
		Element 18 (p49)	Insert clause 18.11 that states as follows: *"18.11 Notwithstanding the controls under this element, parking requirements for land uses on isolated landholdings as defined in Part 1, Section 8 of this document may be reduced by up to 50%."*	
3	**Setbacks and Site Cover** **Front setbacks** **Secondary street controls**	Clause 4.10 (pp 33 and 34)	Reword Clause 4.10.1 as follows: *"4.10.1 All primary street setbacks for podiums shall be in accordance with frontage types stipulated in Figure 3, as follows:* • *Active frontages: Min 2 metres* • *Mixed frontages: Min 4 metres* • *Residential frontages: Min 6 metres"* Add clause 4.10.4 as follows: *"Secondary street setbacks for podiums shall be a minimum of 3 metres"*	Clarify secondary street setback requirements. Remove the possibility of a nil setback in appropriate circumstances
3	**Rear setbacks**	Clause 5.8.4 (p 36)	Reword Clause 5.8.4 as follows: *"5.8.4 Development within the H4 zone shall be setback a minimum of 6 metres or 20% of the lot width (whichever is lesser) from side boundaries* Insert new Clause 5.8.5 as follows: *"5.8.5 Development shall be set back as follows:* • *4 metres from the rear boundary within the H8 zone and M10 or M15 zoned land with a rear boundary abutting H4 or H8 zoned land, and* • *6 metres from the rear boundary within the H4 zone"* Renumber current clause 5.8.5 as Clause 5.8.6.	Adjust rear setbacks to balance amenity and development potential in the area, and to have regard to potential development of neighbouring lots

Ref	Subject	Clause and/or Page	Modifications Proposed	Rationale
3	**Site cover, landscaping and deep soil zones**	Element 10	Reword Clauses 10.2 and 10.3 as follows: *10.2 Notwithstanding Clause 10.1, within Q3, Q4, Q5 and Q6, where setbacks or open space is proposed for M15 and M10 Zone development, landscaped spaces shall be provided. Landscaping is also encouraged at podium level or within large scale balconies or on roofs.* *10.3 Notwithstanding Clause 10.1, within Q3, Q4, Q5 and Q6, all development in the M15 and M10 Zone shall provide a minimum area of landscaping equal to 75% of the overall site area. This can be achieved via landscaped rooftop terraces or gardens, podiums and communal open space areas and does not have to comprise only of vegetated area. Balconies with an area of 12m2 or greater shall be included in this area calculation.* Add Clause 10.9.3 as follows *10.9.3 Development in the M15 and M10 Zone shall provide a minimum deep soil area equal to 15% of the overall site area. This may be reduced to 10% where mature trees are to be retained on site.*	To enhance and encourage greenery including retention of mature trees, to contribute to the character of the precinct, combat the heat island effect, and enhance amenity
4a	**Open Space** • Designate locations (noting pending Council resolution • Identify general locations for additional POS	Figure 1 (p14) and related modifications to Plan Series	Depict Council-owned land at 27, 29, 31 Moreau Mews and 50 Kishorn Street as Public Open Space Depict Council-owned land at 13 The Esplanade and 64 Kishorn Road as Public Open Space with a notation "Subject to existing Council-initiated study on future of land" Use a green asterisk (to depict "general location of public open space") at the corner of Canning Beach Rd and Kintail Rd, and north-west corner of Kishorn Rd and Forbes Rd Depict "Linking Pathway" along Canning Highway west of Canning Bridge	To identify specific locations for open space with a relatively high likelihood of being delivered due for example, to council ownership of the land.
4b	• Clarify that POS is not retrospective, and WAPC policy will be applied	Clause 10.9.1 (p42)	Reword clause 10.9.1 as follows: *"10.9.1 Where a development site (or the previous subdivision which created it) has not previously been required to provide public open space, a development may be required to provide up to 10% as public open space, or cash in lieu of land, subject to WAPC policy guidance on public open space, and procedures for cash in lieu contributions for public open space. Any requirement for public open space should be established as early as practicable in the design development process."*	Minor clarification to ensure the intent of this provision is clear and that certainty is provided to all stakeholders.
4c	• LDPs for land identified as potential POS or linkage	Clause 10.9.2 and 10.9.3	Insert additional clause 10.9.2 as follows: *"10.9.2 Where development is proposed on land identified as Public Open Space, on or adjacent to land identified as a potential Public Open Space location, or on land identified as having a Linking Pathway, the City of Melville may require a Local Development Plan to be prepared to address the provision of or interface to public open space or a linking pathway."* Renumber clauses accordingly	To enable the effective coordination of public and private realm improvements and development, to provide more certainty to all stakeholders for development potential, community benefits, and preliminary design outcomes before development application lodgement.

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

Ref	Subject	Clause and/or Page	Modifications Proposed	Rationale
9	• Exclude land subject to PCA or reserves from calculations (for bonuses)	Clause 21.5 (p53)	Add Clause 21.5.3 as follows: *"21.5.3 Within Q1 and Q2, in calculating minimum lot sizes under clauses 21.2 and 21.3, any area subject to a Planning Control Area or Metropolitan Region Scheme reserve for widening of Canning Highway or associated streets, or any land required to be ceded shall be excluded from area calculations."*	As above
10	Parking	Clause 18.3 (p48)	For "Residential visitor" dwelling type in Q1 & Q2 replace "N/A" with "Min: 0.1 per dwelling"	Ensure provision is made for residential visitor parking in the ACP
		Clause 18.11.2 (p49)	Replace clause with *"Access and egress to and from on-site parking, from and to the street shall comply with AS/NZS 2890.11:2004 Parking Facilities Part 1: Off-street parking"*	To ensure suitable sightlines based on Australian Standards

Plan Changes

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

Appendix 1
Explanation of Growth Model

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

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

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

Questions Regarding Modelling	HRD Response
Beyond dwellings, what consideration has been given to commercial (office) and retail floorspace projected growth? What is the assumed mix of uses for each site or building type?	Additional floorspace for retail and office commercial derived from the City of Melville's Local Commercial and Activity Centres Strategy
What is the reason for the proposed mix of dwelling types (1 bed, 2 bed, 3 bed mix)?	Based on a range of examples within the City of Melville and comparable precincts (reflective of the premium market which is likely to exceed minimum WAPC requirements)
What is the justification for dwellings to be located in two of three podium levels? • Is the entirety of these podium levels modelled as dwellings? • If so, how is this justified given limited light penetration more than 6m into the depth of a building (and R Codes limits apartment depth to approx. 9m)? • Where is parking proposed under these circumstances?	Residential is generally not assumed to be in podiums due to light penetration issues for living space, floor to ceiling heights and the appeal of residences in this location.
How does the calculation incorporate space required for car parking, circulation areas, access, ramps and storage space? • How much and what type of parking is calculated to be provided on-site vs provided as cash in lieu (i.e. not on-site)? • What rates of parking are proposed for parking requirements in the ACP (e.g. minimum requirements, maximum requirements or somewhere in between)? • When is basement parking considered viable, how much is considered viable, and why?	Parking costs increase from surface parking to podium parking and basement parking. As the scale of development increases, more expensive parking options are considered viable. This is supported industry advice and experience (developers, architects and other urban professionals), and by review of relevant precedent development in premium apartment markets similar to Canning Bridge
What consideration has been given to floorspace inefficiency (i.e. floorspace that contributes to plot ratio but is not within an individual apartment, commercial tenancy of strata lot, and whether the inefficiency is included or excluded from plot ratio calculations)?	Inefficiencies vary depending on land use types (as does plot ratio calculation). In some instances, inefficiencies in net lettable area or residential floorspace that is still counted towards plot ratio is also accounted for

Questions Regarding Modelling	HRD Response
How does the calculation consider likelihood of development? How has this been considered for each lot in the ACP area?	The model categorises lots based on individual site-specific characteristics • Existing buildings subdivided into strata lots • Heritage sites • Crown land sites • Small sites requiring amalgamation • Recent redevelopment (long economic life remaining in the building) Lots not meeting any of these specific considerations have a default likelihood of development
How do calculations reflect nett rather than gross dwellings created – eg demolition of older, smaller block of 20 units and replacement with a 50 unit development results in a net addition of 30 rather than 50 dwellings (ditto for commercial and retail floorspace)?	Study of precinct considered the intensity and mix of uses and built form across the precinct as a basis for the quantum of floorspace and dwellings demolished before new development is established
What consideration is given to viability of development? For example has a minimum floorplate size been considered, under which tower style development is not viable? If so what is this based on?	Minimum floorplate size considered viable is a maximum of 600sqm and 400sqm for larger developments in keeping with architectural and developer advice
Under what circumstances do landowners accept lesser development potential and develop alone, or work with neighbouring landowners to develop to the "full potential" under the development controls?	Where full potential is notably constrained reflecting substantial opportunity cost for a landowner, it is assumed amalgamation or acquisition will be pursued

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

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

Appendix 2
Approach to Height and Plot Ratio

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

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

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

Certainty and Equity

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

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

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

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

Better Development Control

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

By providing "breathing space" plot ratio removes a disincentive for design excellence. If only a building envelope is used, developers it is more likely will completely fill it out (rather than forfeit development potential). Accordingly, there is no incentive to, for example, develop towers that have an interesting shape and are more visually appealing for those experiencing it from the outside.

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

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

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

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

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

Improved Amenity Outcomes

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

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

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

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

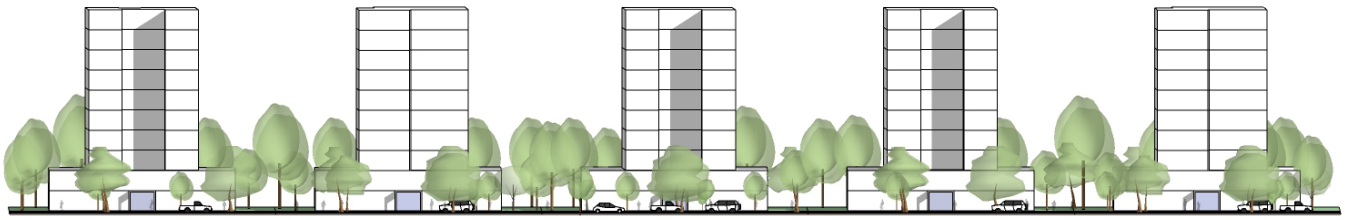


Figure 1 - *Greenery visible between buildings when plot ratio and building envelopes are used in unison, retaining more suburban character.*

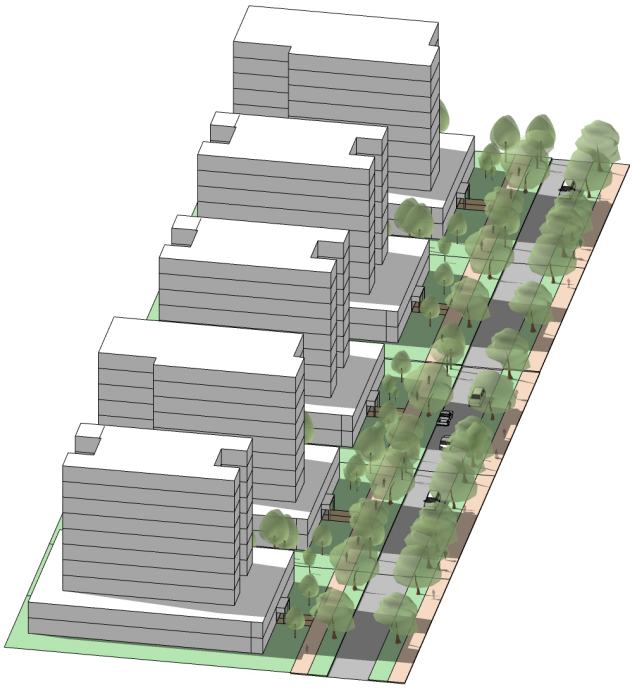


Figure 2 - *Natural light penetrating to the street (represented by the space between shadows on the street) is improved by better spacing between buildings*

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

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

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

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

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

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

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

Appendix 3
Response to CRG Document

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

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

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

Appendix 4
Response to Submissions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

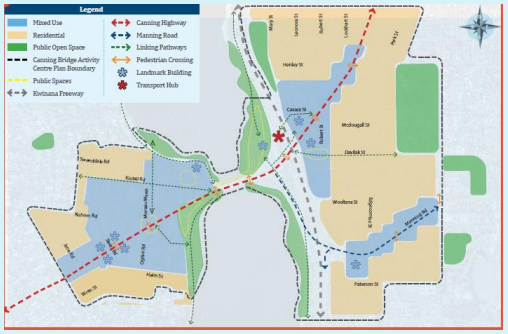
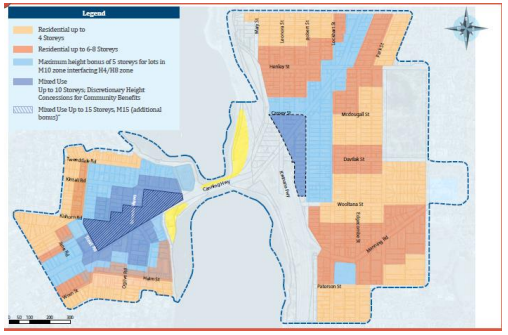
Submission No	Summarised Comments	HRD Response	HRD Action
559	Concerns with height and density, Traffic concerns, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts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

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

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

Appendix 5
Schedule of Modifications in Advertised Version of ACP

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

		to ensure any infrastructure or other demands are accounted for in forward planning for the precinct.	
14 / Figure 1	Existing ACP Map		Reflects changes proposed to ACP text, heights plan, and public realm investment. The main change is the extent of Mixed Use and Residential zones in the ACP
15 / Figure 2	Existing ACP Heights Plan		The Heights Plan changes are designed to: • Reduce development pressure south of Canning Highway, where the transport network is becoming constrained • Cluster activity more around the "heart" of the community • Take pressure of "edge" sites and reduce negative impact on areas around the ACP area • Transition from M10 to H8 where possible, avoiding a larger step-down • Recognise the movement, exposure and activity on Forbes and Sleat Roads likely with the closure of Kintail and Canning Beach Roads intersection with Canning Highway • Ensure infill targets can still be demonstrably met (Refer attached plan with annotations for detail of changes)

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

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

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

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

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

	vehicular access points shall be designed to integrate with the development and not disrupt the street rhythm. 2.2 Development of any site for the purposes of a building which is greater than 32 metres in height (approximately 10 storeys), shall only be permitted where the land area comprises a minimum of 1800m2. Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development. 2.3 Development of any site for the purposes of a building which is greater than 20 metres in height (approximately 6 storeys), shall only be permitted where the land area comprises a minimum of 1200m2. Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development. 2.4 4 For Q3, Q4, Q5 and Q6, development within the M15 or M10 Zones shall extend across the full street frontage/s of the lot for that part of the development which is part of the podium element (see Figure 7). 2.5 Development is encouraged which comprises active uses at podium levels or roof top spaces such as food and beverage outlets and open spaces which are accessible to the public. 2.6 Building depth designed in accordance with Residential Design Codes Vol. 2 Element 2.6.	pedestrian or vehicular access points shall be designed to integrate with the development and not disrupt the street rhythm. 2.2 Development of any site for the purposes of a building which is greater than 32 metres in height (approximately 10 storeys), shall only be permitted where the land area comprises a minimum of 1800m2. Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development. 2.3 Development of any site for the purposes of a building which is greater than 20 metres in height (approximately 6 storeys), shall only be permitted where the land area comprises a minimum of 1200m2. Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development. 2.4 For Q3, Q4, Q5 and Q6, all development within the M15 or M10 Zones shall extend across the full street frontage/s of the lot for that part of the development which is part of the podium element (see Figure 7). 2.5 Development is encouraged which comprises active uses at podium levels or roof top spaces such as food and beverage outlets and open spaces which are accessible to the public. 2.6 Building depth designed in accordance with Residential Design Codes Vol. 2 Element 2.6.	clause 2.1 is inherently covered in the design review process, following the design principles of the R Codes Vol 2, and clauses 2.7.1 and 2.7.2. Clause 2.6 introduces the requirement for building depth in accordance with the R Codes Vol 2. This provision achieves three objectives (a) Improving residential environments by ensuring building depth allows natural light to penetrate into living areas in apartment complexes (b) Improving external appearance of apartment buildings (complying with this requirement will lead to narrower and/or more articulated buildings, creating interest and reducing the impact of bulk and height) (c) Providing greater compliance with state government guidance, where it aligns with local objectives and intended character.
30	[No previous text]	Within Q1 and Q2 the following stipulations also apply: 2.7.1 The relationship to the street environment, ground floor land uses and between buildings, particularly at the lower floors and ground plane, is guided by Figure 3	Like many elements in the design guidelines, clause 2.7 provides a suite of controls applicable to Q1 + Q2. This approach has been undertaken to improve readability for all

		2.7.2 Mass and form for any sites abutting the ACP boundary will be primarily driven by their impact on neighbouring properties outside of the ACP area. Specifically, controls for overshadowing and visual privacy are considered to have primacy and shall not be exceeded except with the written consent of the owner(s) of the affected property/ies. 2.7.3 Tower floorplates shall be limited in size to 900sqm 2.7.4 The following plot ratio limits apply for development within each Zone, unless bonuses are being sought under Elements 21 and 22 of the ACP: • H4: 0.8 • H8: 1.9 • M10: 2.7 • M15: 4.0	stakeholders and create a robust document structure. Clause 2.7.1 confirms the connection of mass and form to the street type and intended land uses, including the continuity of street frontage, is as reflected in the frontages plan (Plan 3). Clause 2.7.2 is designed to reinforce the pre-eminence of neighbour impacts in development, especially in H4 and H8 areas. The reference to overshadowing and visual privacy provides strong justification for serious scrutiny (by Council, JDAP and DRP) of neighbour impacts on a proposed development. This is in contrast to the limited (or specifically excluded) provisions for privacy and overshadowing in the previous ACP text. Clause 2.7.3 proposes a maximum floorplate size to lock in a more slender tower form, reinforcing clause 2.6. The specific dimension of 900sqm is based on architectural and design advice and insights to ensure practicality, including an assumed width of 20m (allowing light penetration 9m in to each apartment and a 2m wide common corridor), and a length of 45m (allowing for 20m distance between front doors of apartments and a central fire escape stairwell). A slender built form will also enable more sunlight penetration to street level and view corridors

			between buildings and ground and (especially) upper levels. Clause 2.7.4 provides plot ratio controls to directly control the mass and bulk of buildings. The settings for the plot ratio are deliberately tight, so that building envelopes (set by height limits and setbacks) do not completely fill with plot ratio. This enables a. More “breathing space” for buildings within building envelopes to allow for individual design flair and interest in the skyline b. More slender buildings, creating wider view corridors, less apparent bulk, and more sunlight reaching street level c. Flexibility so that irregular shaped sites (i.e. non-rectangular sites) can develop to a similar standard of other lots, without seeking development concessions and variations contrary to the intended character of Canning Bridge d. More generally for proposed developments to design in accordance with the intended character of the precinct without impediment.
31	Where an applicant proposes heights greater than those identified in these requirements the applicant may choose to have the development assessed against the Requirements of Element 21 and Element 22 of these Guidelines, NB: Building Height is defined	Where an applicant proposes heights greater than those identified in these requirements the applicant may choose to have the development assessed against the Requirements of Element 21 and Element 22 of these Guidelines. Guidance specific to Q1 and Q2 is provided in clause 3.9 below	Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders

	in the Interpretation Section of these Guidelines.	*NB: Building Height is defined in the Interpretation Section of these Guidelines.*	
31	3.3 Podiums which are developed in the M15 and M10 zones shall be a minimum of 7 metres above NGL and shall not exceed 13.5 metres above NGL. 3.7 Notwithstanding Clause 3.5, any H8 Zoned development which is immediately adjoining to the property boundary of a H4 Zoned site shall be designed to reduce impact to the adjoining property by being limited to a building height of 20 metres for that part of the development within 5 metres of the property boundary. The setback of the building can comprise balconies and terraces with open roofed structures.	3.3 For Q3, Q4, Q5 and Q6, podiums which are developed in the M15 and M10 Zones shall be a minimum of 7 metres above NGL and shall not exceed 13.5 metres above NGL. 3.7 Notwithstanding Clause 3.5, for Q3, Q4, Q5 and Q6 any H8 Zoned development which is immediately adjoining to the property boundary of a H4 Zoned site shall be designed to reduce impact to the adjoining property by being limited to a building height of 20 metres for that part of the development within 5 metres of the property boundary. The setback of the building can comprise balconies and terraces with open roofed structures.	Clauses 3.3, 3.7 and 3.8 worded to apply to City of South Perth Quarters only (Qs 3-6), for Q1 + Q2 these matters are controlled separately by clause 3.9.
32	3.8 Notwithstanding Clause 3.5, any H8 Zoned development which is immediately across the road from a H4 Zoned site shall be designed to reduce undue impact on the residential street by being limited to a building height of 20 metres for that part of the development within 5 metres of the street boundary. The setback of the building can comprise balconies and terraces with open roofed structures. (Clause 3.9 – additional clause)	3.8 Notwithstanding Clause 3.5, for Q3, Q4, Q5 and Q6 any H8 Zoned development which is immediately across the road from a H4 Zoned site shall be designed to reduce undue impact on the residential street by being limited to a building height of 20 metres for that part of the development within 5 metres of the street boundary. The setback of the building can comprise balconies and terraces with open roofed structures. 3.9 Within Q1 and Q2 the following stipulations also apply: 3.9.1 Podiums which are developed shall not exceed 10 metres in height above NGL 3.9.2 Notwithstanding applicable height controls in metres, any mezzanine in a proposed development shall be counted as a storey 3.9.3 Notwithstanding Clause 3.5, any H8 Zoned development which is immediately adjoining to the property boundary of a H4 Zoned site shall	Clause 3.9 • Reduced podium height maxima (and with it, the sense of bulk directly on the street from unduly large podia) • Provides clarity for the definition of mezzanine in keeping with community expectations and closing a perceived loophole (definition of mezzanine is modified accordingly for Q1 +Q2 – refer page 55) • Provides basic controls to manage building interfaces between H8 + H4 land, somewhat enhancing protections for H4 zoned land

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

	identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan. 4.3 Except where the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan (see Element 6), all development in the M10 Zone in Q1 and Q2 shall have a minimum 1.5 metre and maximum 3 metre setback to street boundaries and all development in the M10 Zone in Q3, Q4 and Q5 shall have a minimum of 3 metre and maximum 5 metre setback to street boundaries. 4.4 All development within H8 Zones in Q1 and Q2 shall have a minimum 2 metre and maximum 4 metre setback to street boundaries. All development within H8 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre front setback. 4.5 All development within H4 Zones in Q1 and Q2 shall have a minimum 3 metre setback to street boundaries. All development within H4 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre setback. 4.6 Development that proposes a variation to this setback by way of public spaces and plazas will be considered on its merit, where the development of appropriate public spaces/plazas is considered to contribute to the quality of the centre at that location. Figure 5 provides some illustration of how this may be achieved. 4.7 All development within the Q6 areas shall be assessed on its merit.	unless the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan. 4.3 Except where the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan (see Element 6), all development in the M10 Zone in Q3, Q4 and Q5 shall have a minimum of 3 metre and maximum 5 metre setback to street boundaries. 4.4 Notwithstanding anything in Clause 4.2 and 4.3, for Q3, Q4, Q5 and Q6, all development in the M15 and M10 Zones in Q3, Q4 and Q5 adjacent to Canning Highway shall comprise a minimum 3 metre depth colonnade fronting Canning Highway at nil setback. 4.5 All development within H8 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre front setback. 4.6 All development within H4 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre setback. 4.7 Development that proposes a variation to this setback by way of public spaces and plazas will be considered on its merit, where the development of appropriate public spaces/plazas is considered to contribute to the quality of the centre at that location. Figure 5 provides some illustration of how this may be achieved. 4.8 All development within the Q6 areas shall be assessed on its merit. 4.9 Where a street setback is required, the setback area shall be activated and/or landscaped.	lower floors of buildings are complementary to present a cohesive public realm. Street tree retention explicitly promoted in clause 4.10.2

	4.8 Where a street setback is required, the setback area shall be activated and/or landscaped. 4.9 Within H4 Zones (in Q1 and Q2) any structure located at roof level shall be setback a distance of 6 metres from the building edge at the front boundary.	4.10 Within Q1 and Q2 the following stipulations also apply: 4.10.1 All street setbacks shall be in accordance with frontage types stipulated in Figure 3, as follows: • Active frontages: Min 2 metres, may be varied to nil if justified by local streetscape context • Mixed frontages :Min 4 metres • Residential frontages : Min 6 metres	
34	To provide a continuity of frontage at ground and podium levels to encourage activity whilst providing interest. To allow opportunities for tower elements to access sunlight, ventilation and view corridors throughout the area from and between multilevel developments. To ensure that development opportunities throughout the precinct are maximised. Developers should consider the amenity of the precinct by minimising overlooking and overshadowing of adjacent and adjoining properties through appropriate design response, supported by the setback provisions of this Element.	DO 5 To provide a continuity of frontage at ground and podium levels to encourage activity whilst providing interest. To allow opportunities for tower elements to access sunlight, ventilation and view corridors throughout the area from and between multi-level developments. To ensure that development opportunities throughout the precinct are maximised. Developers should consider the amenity of the precinct by minimising overlooking and overshadowing of adjacent and adjoining properties through appropriate design response, supported by the setback provisions of this Element. Guidance specific to Q1 and Q2 is provided in Clause 5.9 below.	Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders
34	5.1 Any new podium level development in the M15 or M10 Zone shall be built up to side boundaries, any adjoining right-of-way and may be built up to the rear boundary. 5.2 Notwithstanding Clause 5.1, where a pedestrian pathway has been identified within any development site, the development shall be required to address the pedestrian access way through active frontages and glazing as per Clause 9.2.	5.1 Any new podium level development in the M10 Zone of Q3, Q4 and Q5 shall achieve an average side and rear setback of 4 metres unless the site has frontage to Canning Highway, in which case side and rear setbacks may be reduced to nil. Setbacks of podiums on sites without frontage to Canning Highway (in Q3, Q4 and Q5) shall give regard to how the podium structure contributes to the interface between development, improves access to	Clauses 5.1 and 5.3 to 5.6 have removed references to Q1 + Q2 with relevant provisions replaced in clause 5.9. Most notably the clause stating that solar access, privacy and overshadowing do not apply has been deleted, removing a significant loophole and ensuring amenity is protected in future development and for neighbours.

	5.3 Tower elements for development in the M15 or M10 Zone shall be setback a minimum of 4 metres from side or rear boundaries so as to provide a minimum 8 metre separation between tower elements on adjoining lots as per Figure 10. 5.4 Notwithstanding Clause 5.3, two or more towers within a single development site in the M15 or M10 Zone shall be setback a minimum of 8 metres from one another. 5.5 Open sided balconies and roof terraces which are not within the structure of the building façade and do not add to the overall bulk of the building are allowed to extend into the side setback of development proposed in the M15 or M10 Zones. 5.6 Side and rear setbacks for all development within the H8 and H4 Zones shall be 3 metres for any lot which is less than or equal to 14 metres in width or shall be 3.5 metres for any lot which is greater than 14 metres in width but less than 16 metres in width or 4 metres for any lot which is equal to or greater than 16 metres in width. Setbacks do not apply to any eaves and sun shading devices. 5.7 Provisions of privacy and solar access and overshadowing do not apply within the CBACP area.	sunlight, ventilation and the retention of mature trees in accordance with the Desired Outcome and as per Clause 11.5 5.2 Notwithstanding Clause 5.1, where a pedestrian pathway has been identified within any development site, the development shall be required to address the pedestrian access way through active frontages and glazing as per Clause 9.2. 5.3 In Q3, Q4 and Q5, tower elements for development in the M15 or M10 Zone shall be setback a minimum of 4 metres from side or rear boundaries and building separation distances to adjoining lot boundaries in accordance with Residential Design Codes Vol.2 Element 2.7 - Building separation. 5.4 Notwithstanding Clause 5.3, two or more towers within a single development site in the M15 or M10 Zone shall be setback from one another in accordance with Residential Design Codes Vol.2 Element 2.7 - Building Separation. 5.5 Open sided balconies and roof terraces which are not within the structure of the building façade and do not add to the overall bulk of the building are allowed to extend into the side setback of development proposed in the M15 or M10 Zones in Q1 and Q2. 5.6 For Q3, Q4, Q5 and Q6, side and rear setbacks for all development within the H8 and H4 Zones shall be 3 metres for any lot which is less than or equal to 14 metres in width or shall be 3.5 metres for any lot which is greater than 14 metres in width but less than 16 metres in width or 4 metres for any lot which is equal to or greater than 16 metres in width. Setbacks do not apply to any eaves and sun shading devices.	

		5.7 Building separation distances in the H8 and H4 zones in Q3, Q4 & Q5 shall be in accordance with Residential Design Codes Vol.2 Element 2.7 - Building separation. For buildings up to 4 storeys (16m) in height, buildings shall be separated from adjoining boundaries in accordance with Clause 5. 6 of this plan and (for all quarters within the ACP) Residential Design Codes Vol.2 Element 3.5 - Visual Privacy.	
35	5.9 Within H4 Zones (in Q1 and Q2) any structure located at roof level shall be setback a distance of 2.5 metres from the building edge at the side and rear boundaries.	5.9 Within Q1 and Q2 the following stipulations also apply 5.9.1 Within H4 Zones any structure located at roof level shall be setback a distance of 2.5 metres from the building edge at the side and rear boundaries. 5.9.2 Tower elements for development in the M15, M10 or H8 Zone shall be setback a minimum of 6 metres from side or rear boundaries so as to provide a minimum 12 metre separation between tower elements on adjoining lots. 5.9.3 Podium elements shall be in accordance with frontage types stipulated in Figure 3, as follows: a) for the forward side setback, not more than 15 metres behind the proposed building line • Active frontages: Required 0 metres setback • Mixed frontages: Minimum 2 metres setback • Residential frontages: Minimum 6 metres setback or 20% of the lot width (whichever is lesser) b) for the balance of the side setback, more than 15 metres behind the proposed building line • Active frontages: Minimum 4 metres setback • Mixed frontages: Minimum 4 metres setback	Tower element setbacks in clause 5.9.2 established to provide sufficient separation and enshrine view corridors for the precinct Clause 5.9.3 establishes contiguity of (or gaps between) buildings as identified by street and frontage type. This further complements activity, land use and street type. The forward side setback control is used to ensure sufficient space between buildings at the rear of lots even if street frontage is contiguous, and to reinforce intended streetscape character

		• Residential frontages: Minimum 6 metres setback or 20% of the lot width (whichever is lesser)	
36	[No previous text]	5.9.4 Development within the H4 zone shall be setback a minimum of 6 metres or 20% of the lot width (whichever is lesser) from side boundaries, and 6 metres from the rear boundary 5.9.5 Notwithstanding the preceding clauses, development on any site adjoining residential zoned land outside of the Canning Bridge Activity Centre Plan shall protect the amenity of the adjoining land. Specifically: a) In respect of Solar Access, buildings shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed: i) adjoining properties coded R25 and lower -- 25% of the site area ii) adjoining properties coded R30 – R40 - 35% of the site area iii) adjoining properties coded R50 – R60 – 50% of the site area iv) adjoining properties coded R80 or higher – Nil requirements b) Visual Privacy of the adjoining land shall be maintained as stipulated for the density code of the adjoining land as stipulated in Table 3.5 of the Residential Design Codes Vol.2 c) Provisions 5.8.6 a) and 5.8.6 b) shall not be varied except with the written consent of neighbouring landowners	Clause 5.9.4 sets minimum side setbacks for H4 proportional to lot width to encourage amalgamation and comprehensive redevelopment in H4 rather than individual residential lots being overdeveloped and imposing undue amenity impacts on neighbouring properties. Clause 5.9.5 includes strong visual privacy and overshadowing provisions, drawing on specific provisions (rather than objectives) from the R Codes. Limitations on varying these provisions are more stringent than other controls in the ACP, reflecting the preeminent importance of neighbourhood amenity for the community.
38	[Additional text]	7.7 Within Q1 and Q2, it is recognised that the appropriate built form response to Canning Highway will evolve as plans for Canning Highway are developed. Design, land use and activation may need to have regard for	Text added to ensure flexibility for the City in assessing applications abutting Canning Highway. Specifically, should an alternative design response be justified by duck and dive design of

		emergent issues such as severance of access across the precinct, noise impacts, pedestrian appeal and other amenity issues, dependent on planned and implemented modifications to Canning Highway.	Canning Highway, this provision gives specific flexibility for the City to ensure the built form response is appropriate (without further amendment to the ACP if plans for Canning Highway evolve)
40	Continuous frontages are required in all M15 and M10 Zones with large amounts of clear glazing that will promote visual interest. Shopfronts at ground floor level should provide for attractive window displays and restrained signage. Activities at ground level shall aim to provide interest for pedestrians. Such activities include retailing, cafes and restaurants that encourage and are associated with activity in non-business hours.	Within Q3, Q4, Q5 and Q6, continuous frontages are required in all M15 and M10 Zones with large amounts of clear glazing that will promote visual interest. Shopfronts at ground floor level should provide for attractive window displays and restrained signage. Within Q1 and Q2, façade design and presentation to streets is based on Figure 3, independent of zones within the ACP. Activities at ground level shall aim to provide interest for pedestrians within Q3, Q4, Q5 and Q6, and in identified areas of Active frontages in Q1 and Q2. Such activities include retailing, cafes and restaurants that encourage and are associated with activity in non-business hours. Guidance specific to Q1 and Q2 is provided in clause 9.8 below	Remove universal objective of continuous street frontage for all of Q1 + Q2. This objective is considered inconsistent with a suburban setting and unnecessary for mainly residential areas. This objective has been replaced by a nuanced approach to frontages are reflected in Plan 3. Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders.
40	9.2 Proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less that 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage. 9.3 Semi active frontages are required in all Residential Zones with a minimum of 35% of the frontage incorporating windows or doorways with passive visual surveillance of the adjacent street at ground level.	9.2 Within Q3, Q4, Q5 and Q6, proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less that 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage. 9.3 Within Q3, Q4, Q5 and Q6, semi active frontages are required in all Residential Zones with a minimum of 35% of the frontage incorporating windows or doorways with	Removal of application of Clauses 9.2 and 9.3 to Q1 + Q2. Provisions specific to Q1 + Q2 included in Clause 9.8, for legibility and clarity of provisions applicable to City of Melville land, including • Frontage treatments and facades governed by plan 3 (frontage types) to strengthen alignment between land use, built form, street type in the precinct • Finished floor levels aligning with footpath or verge to ensure ease of

	[Clause 9.8 is additional]	passive visual surveillance of the adjacent street at ground level. 9.4 Windows and balconies shall be incorporated into the design of developments above ground level. Private open space and balconies designed in accordance with Residential Design Codes Vol.2 Element 4.4. 9.5 Developments shall be designed so as to discourage vandalism by use of materials such as sacrificial paint or architectural features to discourage inappropriate activity. 9.6 Pedestrian links within development sites shall be of a design that incorporates visual interest and activity including retail and food and beverage activities or civic or community spaces. 9.7 Development designed in accordance with Residential Design Codes Vol.2 Element 3.6. 9.8 Within Q1 and Q2 the following stipulations also apply: 9.8.1 Controls for the lower two storeys of buildings shall be guided by figure 3 of the ACP a) of glazing on street frontages. Glazing shall comprise no less than 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage. b) For Mixed frontages proposed development shall incorporate a minimum of 35% of the frontage incorporating windows or doorways with passive visual surveillance of the adjacent street at ground level. c) For Residential frontages proposed development shall provide passive visual surveillance of the street at ground floor and upper levels	access and potential for non residential uses • Further attention paid to facades at podium level to reinforce local character

		9.8.2 The internal floor level of any development shall, where possible, have a finished floor level no greater than 500 mm below or above the adjoining footpath or verge level to ensure interaction between pedestrians and the adjoining buildings. Development which fronts a street with differing levels should consider innovative design to meet this requirement. 9.8.3 Facades in general and ground and first floor facades in particular shall demonstrably complement the existing and proposed adjacent streetscape.	
42	In particular, the Guidelines encourage the development of areas that provide opportunities for communal meeting and interaction within the CBACP area.	In particular, the Guidelines encourage the development of areas that provide opportunities for communal meeting and interaction within the CBACP area Guidance specific to Q1 and Q2 is provided in clause 10.8 below	Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders.
42	[New provision]	10.9 Within Q1 and Q2 the following stipulations also apply: 10.9.1 Where a development site (or the previous subdivision which created it) has not previously been required to provide public open space, it may be required to provide up to 10% as public open space, or cash in lieu of land, subject to established procedures for cash in lieu contributions for public open space 10.9.2 Landscaping and/or low fencing below 1.2 metres on property boundaries, where buildings are setback from the boundary, shall reinforce the separation between public and private realm.	Clause 10.9.1 includes potential for public open space to be required as a condition of approval, where POS has not been given up previously. There is a noted shortfall of POS in (and serving) the precinct. If there is land that has not given up POS previously, it should be required to do so where it relates to a planning proposal. Note: this likely needs to also be referred to in the scheme. A standard provision is available, also requiring a POS strategy, signoff by the Minister, use of an appropriate trust for dedicated POS funding.

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

<table>
<tr>
<td>48</td>
<td>18.3 Car parking for residential development in Q1 and Q2 shall be provided at a minimum ratio of 0.75 bays up to a maximum ratio of 1.0 bay for each studio or single bedroom dwelling, and a minimum ratio of 1.0 bay up to a maximum ratio of 1.5 bays for each two or three bedroom dwelling, and a minimum ratio of 1.25 bays up to a maximum ratio of 2 bays for each dwelling with four bedrooms or greater. Car parking for residential development in Q3, Q4 and Q5 shall be provided at a minimum ratio of 0.75 bays for each studio or single bedroom dwelling and a minimum ratio of 1.0 bay for each two or three bedroom dwelling and a minimum ratio of 1.25 bays for each dwelling with four bedrooms or greater.</td>
<td>18.3 Car parking and motorcycle/scooter parking for residential development shall be provided as follows

<table>
<tr><th>Dwelling type</th><th>Q1 & Q2</th><th>Q3, Q4 & Q5</th></tr>
<tr><td>Studio or single bedroom dwellings</td><td>Min: 0.75
Max: 1.0</td><td>Min: 0.75</td></tr>
<tr><td>Two or three bedroom dwellings</td><td>Min: 1.0
Max: 1.5</td><td>Min: 1.0</td></tr>
<tr><td>Four or greater bedroom dwellings</td><td>Min: 1.25
Max: 2.0</td><td>Min: 1.25</td></tr>
<tr><td>Residential visitor</td><td>N/A</td><td>1 bay per eight dwellings for developments greater than 12 dwellings.</td></tr>
<tr><td>Motorcycle/Scooter parking</td><td>N/A</td><td>1 motorcycle/scooter space for every 10 car bays for developments greater than 20 dwellings</td></tr>
<tr><td>Notes</td><td>Cash in lieu is available for all parking (residential and non-residential), as prescribed and discounted in City of Melville's Local Planning Policy 1.6, Car Parking and Access. Refer clause 18.11.3</td><td></td></tr>
</table>

Where residential visitor parking is provided, car parking areas not be located within the street setback and not be visually prominent from the street. Vehicle parking areas designed in accordance with Residential Design Codes Vol.2 Element 3.9.</td>
<td>Parking requirements tabulated to provide more clarity, otherwise generally unchanged.</td>
</tr>
<tr>
<td>49</td>
<td>[Clause 18.11 is new]</td>
<td>18.11 Within Q1 and Q2 the following stipulations also apply:
18.11.1 Car parking for non-residential development in Q1 and Q2 shall be not less than one bay per 50m2 of net lettable area and not more than one bay per 25m2 of net lettable area.
18.11.2 Access to on-site parking from the street shall provide adequate sightlines to ensure pedestrian amenity and safety is retained, including a visual truncation of 1.5m by 1.5m
18.11.3 A monetary contribution may be made to the City of Melville in lieu of providing required car parking on site, for expenditure on transport infrastructure within the ACP area, as prescribed and discounted in the City's Local Planning Policy 1.6, Car Parking and Access</td>
<td>Within Clause 18.11
• Parking for non-residential uses articulated separately for clarity and legibility
• Visual truncation specifically articulated to recognise and minimise potential issues with footpaths and pedestrians
• Potential for cash in lieu further articulated and promoted, reflecting significant opportunity for community benefit</td>
</tr>
</table>

<table>
<tr>
<td>52</td>
<td>For properties within the M15 or M10 Zone consideration of greater height than permitted in Element 3 may be approved where:
• relevant Desired Outcomes of all Elements are met or exceeded; and
• exemplary design is proposed in the opinion of the Design Advisory Group; and
• the development includes the provision of a significant benefit to the community.
Notwithstanding, in the M10 zone the maximum bonus height is five additional stories in:
• the quarters of the Davilak and Cassey (those quarters within the City of South Perth); and
• the quarters of Kintail and Ogilvie (those quarters within the CIty of Melville) for any lot(s) that interfaces (either opposite or adjacent to) the H8 and H4 zones.
Applicants seeking variation of development requirements in accordance with Element 21 and 22
are required to submit a report demonstrating the exemplary nature of the design and, where relevant, the proposed provision of a community benefit which is proportionate to the extent of the bonus being sought and how that community benefit will be
guaranteed into the future.
Applicants shall respond to the requirements of Element 21 and Element 22 to be eligible for bonus
provisions.</td>
<td>For properties within the M15 or M10 Zone consideration of greater height (and/or, in Q1 and Q2, additional plot ratio) than permitted in Element 3 may be approved where:
• relevant Desired Outcomes of all Elements are met or exceeded; and
• exemplary design is proposed in the opinion of the Design Advisory Group; and
• the development includes the provision of a significant benefit to the community.
Notwithstanding, in the M10 zone the maximum bonus height is five additional
stories in the quarters of the Davilak and Cassey (those quarters within the City
of South Perth); and
The quarters of Kintail and Ogilvie (Q1 and Q2, those quarters within the City of Melville) shall permit the following maximum subject to satisfying Elements 21 and 22

<table><tr><th>Zoning</th><th>Maximum Height</th><th>Maximum Plot Ratio</th></tr><tr><td>M10</td><td>13 Storeys
(3 additional)</td><td>3.5
(0.8 additional)</td></tr><tr><td>M15</td><td>20 Storeys
(5 additional)</td><td>5.5
(1.5 additional)</td></tr><tr><td>M15 (additional bonus)</td><td>30 Storeys
(15 additional)</td><td>8.0
(4.0 additional)</td></tr></table>
Applicants seeking variation of development requirements in accordance with Element 21 and 22 are required to submit a report demonstrating the exemplary nature of the design and, where relevant, the proposed provision of a community benefit which is proportionate to the extent of the bonus being sought and how that community benefit will be guaranteed into the future.
Applicants shall respond to the requirements of Element 21 and Element 22 to be eligible for</td>
<td>Overall intent of the preamble for Q1 + Q2 as redrafted is to
• Confirm caps on heights and plot ratio as maximum bonuses for Q1 + Q2
• Include reference to plot ratios(which, like heights, will also cap bonus development)
• Provide a basis to encourage a Local Development Plan to assist in coordinating bonus-scale development, lock in community benefits and grant the City more control over the preliminary development approval process (given development applications themselves will otherwise be determined by JDAP)
• Recognise that architectural quality should be focussed on external features, that benefit the local surrounding community</td>
</tr>
</table>

		bonus provisions. Within Q1 and Q2, to qualify for additional height and/or plot ratio, both Element 21 and 22 shall adhere to the principle of proportionality, where the benefits provided through these benefits is proportional to the design and community benefits included in the development proposal.	
53	21.4 In addition to Clause 21.1 and Clause 21.2 or 21.3, the applicant proposes the following: 21.4.1 The proposed development has been designed with regard for solar access for adjacent properties taking into account outdoor living areas, major openings to habitable rooms, solar collectors and balconies. 21.4.2 The proposed development meets or exceeds a 6 Star design rating under the Green Building Council of Australia or other equivalent rating system for the Cassey, Davilak, and Mt Henry Quarters (that is the Quarters within the City of South Perth) or 5 Star Green Star design rating under the Green Building Council of Australia for the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville). As evidence in support of compliance with the required rating, applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.	21.1 Exemplary design is proposed in the opinion of the Design Advisory Group and the relevant Desired Outcomes of all Elements are met or exceeded; and 21.2 For development in the M15 Zone, the site shall have a minimum area of 2,600 m2; or 21.3 For development in the M10 Zone, the site shall have a minimum area of 2,000 m2. 21.4 In addition to Clause 21.1 and Clause 21.2 or 21.3, the applicant proposes the following: 21.4.1 The proposed development has been designed with regard for solar access for adjacent properties taking into account outdoor living areas, major openings to habitable rooms, solar collectors and balconies. 21.4.2 The proposed development meets or exceeds a 6 Star design rating under the Green Building Council of Australia or other equivalent rating system for the Cassey, Davilak, and Mt Henry Quarters (that is the Quarters within the City of South Perth). As evidence in support of compliance with the required rating, applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the	Clause 21.4.2 includes reference to Green Star requirements. The proposed text employs the alternative of compliance with the R Codes Vol 2 (being half a star above industry standard) for all development. In addition to raising the bar for all development within the precinct, using reference to the R Codes Vol 2 environmental performance requirements will automatically increase as technology and development practice evolves (eg when five star or six star becomes industry standard) This will ensure, the City of Melville is by definition always promoting innovative sustainable development. Clause 21.5 provides specific guidance for Q1 + Q2 in respect of: • Ensuring the Design Review Panel has particular regard to the external features, presentation and appearance of a building seeking a bonus. Given the surrounding community (rather than future occupants) experience the larger building, attention should be paid to ensuring this experience is as

	21.4.3 A traffic statement is submitted showing that the additional floorspace allowed will not unduly impact on the surrounding centre. 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. 21.4.5 In addition to th requirements of Element 10, proposed development within the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville) demonstrates a mitigation of urban heat island effects through the provision and maintenance of landscaping which includes the planting of mature shade trees.	development, which confirms achievement of the required rating. 21.4.3 A traffic statement is submitted showing that the additional floorspace allowed will not unduly impact on the surrounding centre. 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. 21.4.5 In addition to the requirements of Element 10, proposed development within the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville) demonstrates a mitigation of urban heat island effects through the provision and maintenance of landscaping which includes the planting of mature shade trees. 21.5 Within Q1 and Q2 the following stipulations also apply: 21.5.1 In assessing exemplary design the Design Advisory Group shall have particular regard to the external presentation of the proposed development to the surrounding community (for example the impact on the skyline, form, and the ground plane experience for pedestrians external to the proposed development. 21.5.2 Prior to issue of a certificate of occupancy, an audit of the building may be undertaken by the City of Melville against the approved plans demonstrating exemplary design, to ensure all elements of exemplary design have been delivered	favourable as possible. Conversely, well designed occupant experience will be reflected in consumer interest and the value of apartments and tenancies in these buildings (i.e. independent of the development bonus process, there is already a market incentive to make development appealing for those seeking to purchase or occupy it) • Clause 21.5.2 clarifies that the City can inspect a building seeking development bonus post occupancy and ensure all design details proposed (forming justification for a development bonus) are implemented as approved. This power already exists with Council but stating it in a planning document is intended to ensure prospective developers are fully aware that they should be expected to be held accountable for promises made in the development approval process
53	22.1 The proposed development, meeting all other requirements, provides a community	22.1 Within Q3, Q4, Q5 and Q6, the proposed development, meeting all other requirements,	Clause 22.1 no longer applicable to Q1 and Q2

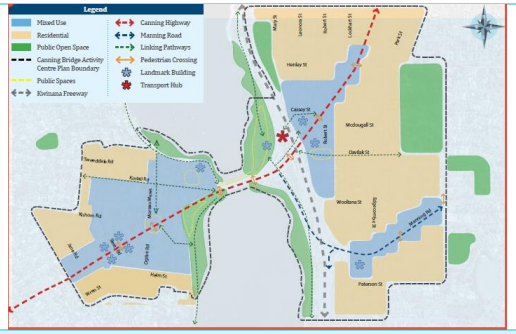
	benefit for the users of the CBACP area in proportion to the additional development being proposed by achieving at least 4 of the following: 22.1.1 Design comprising high quality active street frontages, furniture and landscaping which contribute to the character of the centre and are kept and maintained by agreement with the owners and/ or strata company of the building in perpetuity.	provides a community benefit for the users of the CBACP area in proportion to the additional development being proposed by achieving at least 4 of the following: 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.	
54	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 ceded 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.	22.1.2 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 ceded 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. 22.1.8 The development comprises a hotel. 22.1.9 The development comprises an aged care facility. 22.1.10 Where the development includes a lot boundary that adjoins Canning Highway and	Clause 22.1 no longer applicable to Q1 and Q2 Clause 22.2 introduced to: • Allow cash in lieu of community benefits, in keeping with emerging practice of cash in lieu requirements contemplated by WAPC and the Minister for Planning • Enable community benefits to be pooled and/or provided off-site, rather than confined to those benefits that can only be provided with/within the approved development • Provide reference to the Community Needs Blueprint which analyses the actual needs of the community rather than a set list of benefits The Community Needs Blueprint (guidance for which has already been provided to the City) should have regard to: • The anticipated future population and demographic profile of the precinct

		where road widening is required adjoining Canning Highway; the applicant proposes to cede land adjoining Canning Highway free of charge to the State of Western Australia for the purposes of road widening. In such case, the area ceded will be included in the total area calculations for the purpose of Clause 2.2 and 2.3 and/or Clause 21.2 and 21.3. 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. 22.2 Within Q1 and Q2 the following stipulations apply: 22.2.1 Community benefits provided by the proposed development shall be items stipulated in the Place and Community Needs Blueprint . The value of community benefits provided on site contribution shall comprise 3% of the contract value of units in the proposed development, for that portion of the proposed development in excess of the base height and/or plot ratio (whichever is greater), valued on a pro rata basis 22.2.2 In lieu of providing community benefits on site, a cash contribution may be agreed as an alternative. Such contribution shall comprise 3% of the contract value of units in the proposed development, for that portion of the proposed development in excess of the base height and/or plot ratio (whichever is greater), valued on a pro rata basis	• Articulated community inputs, stated needs and desires for community assets for the precinct • Community assets and contributions that would be in keeping with the identified or intended character of the precinct This substantially broadens the benefits the City can seek for a proposed development, and also allows for benefits to be provided which are of greater value to the current and future community in the Canning Bridge precinct

		22.2.3 Where community benefit or a community benefit contribution is required, it shall be provided (or otherwise secured) in full prior to occupancy of the first stage of development. 22.2.4 In kind provision of community benefits may be provided to satisfy whole or part of the community benefit requirements under Element 22. In kind provision shall only be creditable if it is identified as being required by the Place and Community Needs Blueprint. Its value shall be determined by an independent Quantity Surveyor to the satisfaction of the City of Melville prior to issue of an occupancy certificate. 22.2.5 Any shortfall in assessed value measured against the bonus requirement shall be paid as a contribution prior to issue of occupancy certificate.	
55, 56, 57 / 8 – Interpretations	[Additional definitions and interpretations]	Bed and Breakfast Accommodation (Applies to Q1 and Q2) Means a dwelling, used by a resident of the dwelling, to provide accommodation for persons away from their normal place of residence on a short-term commercial basis and includes the provision of breakfast (This is the same definition provided in the City of Melville Local Planning Scheme No 6) Forward Side Setback (Applies to Q1 and Q2) Means the side setback for elements of buildings within 15 metres of the front setback of the building, as depicted on Figure XX. It generally applies only to podium elements of buildings. (within 15m of building line, applies to Q1 and Q2 only, refer diagram) Holiday House (Applies to Q1 and Q2)	Added definitions in this section: • Bed and Breakfast • Forward side setback • Holiday Accommodation • Holiday House • Residential Building • Short Term Accommodation For each of the added terms, the source of the definition has been noted (LPS 6, Planning and Development Regulations, Residential Design Codes). In each case the inclusion of these terms avoids ambiguity or contested definitions of terms. This is particularly relevant for contentious land uses that may be out of character or unintended in some parts of the precinct (for example

		Means a single dwelling on one lot used to provide short-term accommodation but does not include a bed and breakfast (this is the same definition provided in the draft Planning and Development (Local Planning Schemes) Regulations) Residential Building (Applies to Q1 and Q2) A building or portion of a building, together with rooms and outbuildings separate from such building but incidental thereto; such building being uses or intended, adapted or designed to be used for the purpose of human habitation: • Temporarily by two or more persons; or • Permanently by seven or more persons, who do not comprise a single family, but does not include a hospital or sanatorium, a prison, a hotel, a motel or a residential school. (this is the same definition provided in the Residential Design Codes) Short-Term Accommodations (Applies to Q1 and Q2) Means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than three months in any twelve month period. (This is the same definition provided in the City of Melville Local Planning Scheme No 6)	short term of temporary accomodation). The "Forward Side Setback" definition has been specifically included to address the street frontage controls to unify activity, land use, built form and street typology. As evidenced in the accompanying diagram, this creates two different types of side setbacks: one for the forward 15m of a building (where retail and office uses would be more likely) and one, generally larger setback for the rest of the building footprint, to enable space for deep soil zones, meaningful landscaping and combatting the heat island effect. (Added definitions across pages 54-57)
56 / 8 – Interpretations	Mezzanine For the purposes of the provisions (relating to Q1 and Q2) of the Canning Bridge Activity Centre Plan, is limited to meaning a habitable space between two storeys that is: a. Accessible only from the apartment space or storey area immediately below; b. Limited in area to no more than one third of the floor space area it is located within;	Mezzanine For the purposes of the provisions (relating to Q1 and Q2) of the Canning Bridge Activity Centre Plan, is limited to meaning a habitable space between two storeys that is: a) Accessible only from the apartment space or storey area immediately below; b) Limited in area to no more than one third of the floor space area it is located within;	Clarity provided in the definition of mezzanine to ensure that it is counted as a storey in Q1 + Q2. This inclusion avoids any ambiguity when reading definitions of mezzanine and storey This reinforces and further clarifies the provisions of clause 3.9.2 of Part 1 on page 32.

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

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

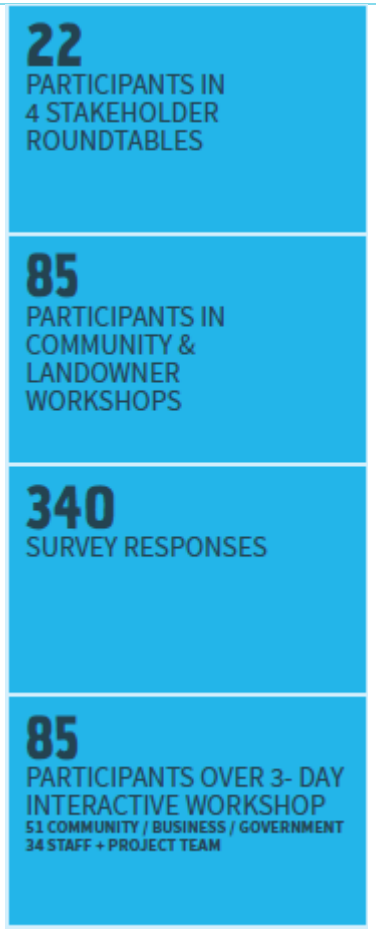
		A comprehensive engagement program ensured a fair and equal opportunity was afforded for all stakeholders to he heard and contribute toward thorough issue identification and development of objectives, principles and design concepts, as the foundation for amendments to the ACP. Several engagement techniques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

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

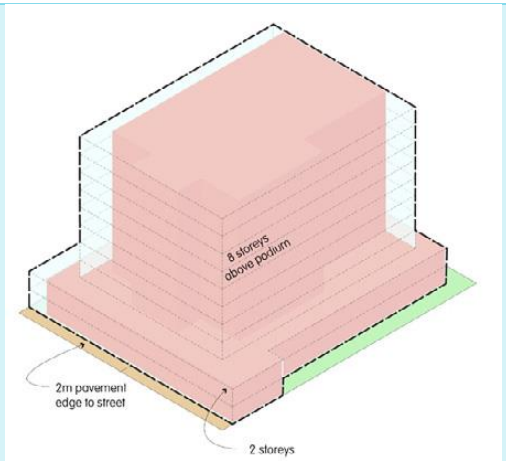
		outcomes. The depth of issue discovery was critical to establish integrity of the review process and competency of its recommendations. Although many issues arising are important to the ACP, others are outside of its role and are more relevant to the City's supporting planning framework, our outside of the control of the City, which will need to be addressed to facilitate orderly and proper planning for the area. Methodology A place-based methodology was used to identify, understand and reimagine the many elements that will enrich the character and amenity of the precinct for it to succeed as a destination and perform its planning role as a transit-oriented development. A fundamental shift in thinking toward the importance of the public realm and its role in the built environment guided the resolution of the matters that motivated the review. Wide reaching issue identification enabled interrogation of the Canning Bridge vision to test its relevance to the ACP and identify any other aspects of the ACP requiring improvement. The review seeks to strengthen the ACP vision through more defined objectives that respond to the issues arising. The development of principles for each objective guided urban design responses (to improve built form and public amenity outcomes; and draw strong relationships between both elements). This 'line-of-sight' to the ACP modifications establishes the nexus and need relationship important to the community and determining authorities and	

		gives further guidance for development of other strategies critical for place curation. In addition to an extensive review of existing documentation, supporting information and relevant planning policy, a comprehensive stakeholder engagement strategy was critical to the ACP review. This included: • A major community survey, run through the City of Melville, to gather attitudes and impressions of the precinct, its character, recent development, and its future • A series of round tables with key stakeholder groups, including community members, landowners, and the design review panel • Two community workshop evenings to further collect feedback and understand issues • Extensive engagement with the elected members and Council administration • Regular liaison with key state government agencies (such as the Public Transport Authority, Main Roads Western Australia, and Department of Planning, Lands and Heritage)	
71	(Additional text)	• A major, three-day stakeholder forum on the precinct, its issues, opportunities and future which featured over 60 attendees Consideration of the outcomes of the Stakeholder Engagement Program is required for a complete understanding of the ACP modifications; "At Canning Bridge – Precinct + Place Report: HATCH RobertsDay, May 2021). Interpreting the Vision Through the engagement process it was clear that many considered the Vision is still relevant and there is support for the it's aspirational ideas. There is, however, a high level of dissatisfaction with how the Plan is being	Introductory text provides a summary of the review process undertaken in 2021. The text is included in a highlighted box, like all additional text in Part 2, to ensure material relating to the review is quickly identifiable.

		interpreted and executed. Survey results from the engagement program show a low level of satisfaction with current performance against goals. Therefore, to add more detail to the vision and close the gap between expectations and outcomes, collaboration of all stakeholders agreed the following Goals and Principles to inform more specific initiatives: For the built form and public space outcomes to be better aligned to local expectations, it is critical to move beyond Goals and Objectives that reflect aspirational and generic statements, towards tangible customised and specific initiatives that are planned for the Canning Bridge area. Several initiatives were identified and agreed with the participants of the Place Design Forum and these have been documented for stakeholder review, “At Canning Bridge – Precinct + Place Report: HATCH RobertsDay, May 2021)	

			
87 / 3.3.1	(Additional text)	3.3.1 ACP Review & Planning Framework The review had regard for new and emerging components of the planning framework, arising since endorsement of the ACP. State Planning Policy 7.2 Precinct Design was gazetted on 16th February 2021 and (with the Precinct Design Guidelines: December 2020) offers policy guidance for precincts such as	Provides an update on key government policies that could be considered in reviewing the ACP. Notably the Precinct Design policy is recognised as being gazetted and therefore a due regard document,

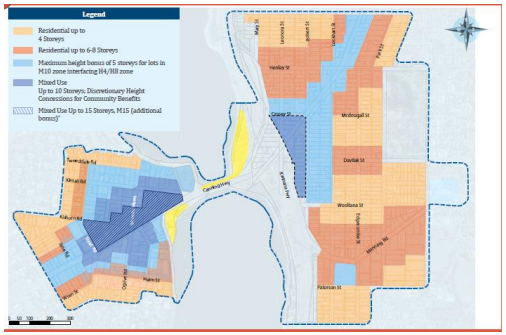
		Canning Bridge. Given the currency of the Canning Bridge ACP and that the ACP shares jurisdictional boundaries with the City's of Melville and South Perth, it was considered that strict compliance with reporting structure was necessary. Notwithstanding this, the ACP Review ensured all guidance considerations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

			
103 / 4.4	(Additional text)	4.4 City of Melville ACP Review and Movement Network The Canning River foreshore, Canning Bridge and Canning Highway have already been recognised as features of the ACP that significantly impact vehicle movements and connectivity within the ACP area. The community south of Canning Highway are more disadvantaged with limited access to Canning Highway (resulting in increased street congestion), as well as compromised access to public transport. 4.4.1 Transport + Parking Strategy + Implementation The ACP correctly promotes modal shift as a transport strategy to address this broader issue, accommodate population growth and mitigate impacts of new development. However, the community is discouraged that it is burdened with the impacts of significant new development, with no commensurate	Recognises the transport challenges arising from growth in demand within the ACP area in the City of Melville and provides rationale for the proposed approach including: • Promoting a modal shift away from the private car that delivers social, economic and environmental benefits, and seeking further state government support to complement significant local efforts • Promoting a holistic approach to transport and walkability, both in regulating built form and in investing in the public realm to create appealing and walkable routes and destinations. • The importance of the street frontage controls in the ACP, complemented by investment in the public realm, to deliver a precinct that

		investment to promote or implement a modal shift in transport (and remaining uncertainty about the future transport network). A comprehensive, holistic transport + parking strategy, that accommodates the revised ACP goals and principles, is required to advocate and implement this change in collaboration with all State transport agencies and the Department of Planning Lands and Heritage. 4.4.2 A Shift of Focus Notwithstanding these observations, the ACP must contribute more to its role in the context of Transit Oriented Development. The ACP is focused on matters of development control and needs to be more influential on driving outcomes within public spaces, including the public street network, if it is to succeed. A fundamental shift in thinking toward the importance of the public realm guided the resolution of the matters that motivated the review. All stakeholders contributing to the review declared that the quality of public spaces like the foreshore reserve, civic places and streets are crucial to creating an attractive destination for local community and visitors, whether they be workers or people seeking out entertainment – among other things. It was agreed that new buildings alone would not create the outcome everyone desired. 4.4.3 A Local Road Hierarchy + New Village Heart A logical calibration of open spaces and street types is proposed, each paired to a complementary rule of land use and building types that would create the built environment. As each street will be designed to perform a role	meets the expectations of the community and reflects the desired character while sensitively accommodating growth • Creating a community heart north of Canning Highway (for example around Moreau Mews and Kishorn Street) as a magnet to attract visitors, employment and economic activity • Firm advocacy of a preferred approach for the future of Canning Highway, showcasing the opportunities of a covered/tunnel approach for future regional traffic, such as avoiding further segregation of the community (Note: the additional text continues on page 102; suggest the rationale recognises this, stating "(Repeated from overleaf)" or similar before repeating the rationale on page 102)

		and function, building types will need to correlate to and complement the role of the street. This relationship is interpreted through the assignment of preferred uses to determine the correct frontage treatment of buildings (trading frontages, nontrading frontages or various residential uses). This, in simple terms, creates the foundation for logical development control as well as a basis for vital and orderly government investment in the public realm - vital to attract quality design and development outcomes, as well as business and other private investment into the area. It is noted that the focus of this development control is on the ground and lower floors, independent of height controls. The local road hierarchy was configured to support an agreed a new village heart at Moreau Mews, north of Canning Highway. This location recognises the: 1. civic opportunities with City owned assets - to establish a high amenity civic destination and promote quality development in an area that will be responsible for accommodating future growth; 2. higher vehicle accessibility north of Canning Highway - to accommodate non-residential uses, 3. access to the Canning River Foreshore amenities to tie in destination opportunities; 4. uncertainties of the future upgrades to Canning Highway – to consider amenity, design and timing implications; 5. proposed shifting of development growth from south of Canning Highway – to support a co-location tactic and address the recognized	

		impacts of development south of Canning Highway.	
104 / 4.4.4	(Additional text)	4.4.4 Regional Traffic The challenge for the precinct is how it will accommodate growth of regional commuters without compromising on the place values held by the community and investment in the place to deliver on the expectation of the community and its visitors. The public realm investment necessary to support the precinct (as an agreed outcome of the Review) is at risk from the impacts of MRWA's proposed duck and dive design for Canning Highway. This is in addition to the risk of severance of the precinct from undesirable changes to Canning Highway. The challenge for the ACP is land use planning remains disconnected from transport planning (from the perspective of regional infrastructure investment). The ACP Review progressed with some agency contributions, however poor infrastructure integration with the ACP remains a high risk. If this risk materialises, poor design responses to increasing the capacity of Canning Highway will: 1. Significantly impact on the amenity of the street network that connects to Canning Highway - the cornerstone to the place creation strategy of the ACP Review; 2. Removal of highly valued street trees from Kintail, Forbes and Sleet Roads as a result of implementing changes to roads subject to Planning Control area No 153 under the Metropolitan Region Scheme; 3. Deter business and private investment, diluting the mixed-use intent for the precinct to	Recognises the transport challenges arising from growth in demand within the ACP area in the City of Melville and provides rationale for the proposed approach including: • Promoting a modal shift away from the private car that delivers social, economic and environmental benefits, and seeking further state government support to complement significant local efforts • Promoting a holistic approach to transport and walkability, both in regulating built form and in investing in the public realm to create appealing and walkable routes and destinations. • The importance of the street frontage controls in the ACP, complemented by investment in the public realm, to deliver a precinct that meets the expectations of the community and reflects the desired character while accommodating growth • Creating a community heart north of Canning Highway (for example around Moreau Mews and Kishorn Street) as a magnet to attract visitors, employment and economic activity • Firm advocacy of a preferred approach for the future of Canning Highway, showcasing the opportunities of a covered/tunnel

		localise employment opportunities and reduce car dependency and 4. Further segregation of the community and local economy south of Canning Highway (in and adjoining the ACP) from the community services and infrastructure (like public transport). In this event, it is likely that the precinct will face very significant challenges to succeed in its role as a transit-oriented development, and negative impacts will become more difficult to manage.	approach for future regional traffic, such as avoiding further segregation of the community
111 / Figure 27	(Updated graphic)		Replacement Heights Plan, repeats updated Heights Plan (Plan 2) in Part 1
117	(Relocated text)	Buildings which incorporate green elements will be similarly supported; from green roofs to green walls and any permeation where the sense of outdoor space can be observed by others. Some large areas do exist where the Local and State Government can play a role in delivering more active spaces. The river can become part of a series of re-created wetlands including walking trails and education signage. The Tivoli Theatre and Library area should be the community heart of the Western Mixed Use area, with a multi user civic facility developed	Text not modified but moved from page 116 to assist with legibility of masterplan. Layout of images on pages 114 and 115 adjusted accordingly.

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

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

		14 Constrained Capacity: circulation south of Canning Highway and access can be challenging. Therefore, development potential and parking provision should shift north to ease pressure 15 Southern Connection: improve bus services and access for land south of Canning Highway 16 Connection to Transit: improve directness and safety of the connection to the train station 17 Gentle Transition: focus on minimizing neighbour impacts where H4 meets surrounding residential	
119	(Additional text)		The masterplan represents (as much as is possible in a two dimensional plan) delivery of the vision for Canning Bridge and the City of Melville.



City of Melville

HATCH | RobertsDay

Proposed Changes to the Advertised version of the Canning Bridge ACP

(Consultant's Recommendation, with Officer modifications to item 4a)

Ref	Subject	Clause and/or Page	Modifications Proposed	Rationale
1a	**Plot Ratio - Base**	Clause 2.7.4 (p30)	Amend plot ratio table as follows: Zone — Maximum Plot Ratio H4 — 1.0 H8 — 2.1 H10 — 2.9 H15 — 4.2	Slight increase in plot ratio (0.2 for each one) to ensure infill growth targets as set by the City of Melville and state government, can be met given other changes to the ACP
1b	**Plot Ratio - Bonus**	Bonus Provisions (p52)	Amend right hand column of table depicting heights and plot ratio as follows: Maximum Plot Ratio 3.7 (0.8 additional) 5.7 (1.5 additional) 6.7 (2.7 additional)	As above
2	**Stranded Assets** Defining them and providing them with opportunity for redevelopment and renewal (parking concessions)	8 Interpretations (p 56)	Insert definition for "Isolated Landholding (Applies to Q1 and Q2)" as follows: *"A lot or lots with a combined area below the minimum lot size to qualify for development above 6 storeys in M10 or M15 zones under Element 2 of the CBACP, and that are surrounded by development which, in the opinion of the City of Melville, has no reasonable prospect of redevelopment (for example due to surrounding development being recent or subject to heritage controls)"*	Recognise that, due to development on neighbouring lots, some landholdings will be isolated and unable to meet the minimum lot size requirements for more intense development. To partly account for this, parking requirements have been relaxed to make smaller scale development more viable and reduce car dependence
		Element 18 (p49)	Insert clause 18.11 that states as follows: *"18.11 Notwithstanding the controls under this element, parking requirements for land uses on isolated landholdings as defined in Part 1, Section 8 of this document may be reduced by up to 50%."*	
3	**Setbacks and Site Cover** **Front setbacks** **Secondary street controls**	Clause 4.10 (pp 33 and 34)	Reword Clause 4.10.1 as follows: *"4.10.1 All primary street setbacks for podiums shall be in accordance with frontage types stipulated in Figure 3, as follows:* • *Active frontages: Min 2 metres* • *Mixed frontages: Min 4 metres* • *Residential frontages: Min 6 metres"* Add clause 4.10.4 as follows: *"Secondary street setbacks for podiums shall be a minimum of 3 metres"*	Clarify secondary street setback requirements. Remove the possibility of a nil setback in appropriate circumstances
3	**Rear setbacks**	Clause 5.8.4 (p 36)	Reword Clause 5.8.4 as follows: *"5.8.4 Development within the H4 zone shall be setback a minimum of 6 metres or 20% of the lot width (whichever is lesser) from side boundaries* Insert new Clause 5.8.5 as follows: *"5.8.5 Development shall be set back as follows:* • *4 metres from the rear boundary within the H8 zone and M10 or M15 zoned land with a rear boundary abutting H4 or H8 zoned land, and* • *6 metres from the rear boundary within the H4 zone"* Renumber current clause 5.8.5 as Clause 5.8.6.	Adjust rear setbacks to balance amenity and development potential in the area, and to have regard to potential development of neighbouring lots

Ref	Subject	Clause and/or Page	Modifications Proposed	Rationale
3	**Site cover, landscaping and deep soil zones**	Element 10	Reword Clauses 10.2 and 10.3 as follows: *10.2 Notwithstanding Clause 10.1, within Q3, Q4, Q5 and Q6, where setbacks or open space is proposed for M15 and M10 Zone development, landscaped spaces shall be provided. Landscaping is also encouraged at podium level or within large scale balconies or on roofs.* *10.3 Notwithstanding Clause 10.1, within Q3, Q4, Q5 and Q6, all development in the M15 and M10 Zone shall provide a minimum area of landscaping equal to 75% of the overall site area. This can be achieved via landscaped rooftop terraces or gardens, podiums and communal open space areas and does not have to comprise only of vegetated area. Balconies with an area of 12m2 or greater shall be included in this area calculation.* Add Clause 10.9.3 as follows *10.9.3 Development in the M15 and M10 Zone shall provide a minimum deep soil area equal to 15% of the overall site area. This may be reduced to 10% where mature trees are to be retained on site.*	To enhance and encourage greenery including retention of mature trees, to contribute to the character of the precinct, combat the heat island effect, and enhance amenity
4a	**Open Space** • Designate locations (noting pending Council resolution • Identify general locations for additional POS	Figure 1 (p14) and related modifications to Plan Series	Depict Council-owned land at 27, 29, 31 Moreau Mews and 50 Kishorn Street as "Opportunity Site - Public Open Space with potential for portion of site to be used for community use and/or revenue generation." Depict Council-owned land at 13 The Esplanade and 64 Kishorn Road as "Opportunity Site – Community use and revenue generation. Not well suited to POS but potential for pocket park in association with development." Use a green asterisk (to depict "general location of public open space") at the corner of Canning Beach Rd and Kintail Rd, and north-west corner of Kishorn Rd and Forbes Rd Depict "Linking Pathway" along Canning Highway west of Canning Bridge	To identify specific locations for open space whilst acknowledging opportunity for portion of sites to be used for community purposes and/or purposes to generate revenue for the City.
4b	• Clarify that POS is not retrospective, and WAPC policy will be applied	Clause 10.9.1 (p42)	Reword clause 10.9.1 as follows: *"10.9.1 Where a development site (or the previous subdivision which created it) has not previously been required to provide public open space, a development may be required to provide up to 10% as public open space, or cash in lieu of land, subject to WAPC policy guidance on public open space, and procedures for cash in lieu contributions for public open space. Any requirement for public open space should be established as early as practicable in the design development process."*	Minor clarification to ensure the intent of this provision is clear and that certainty is provided to all stakeholders.
4c	• LDPs for land identified as potential POS or linkage	Clause 10.9.2 and 10.9.3	Insert additional clause 10.9.2 as follows: *"10.9.2 Where development is proposed on land identified as Public Open Space, on or adjacent to land identified as a potential Public Open Space location, or on land identified as having a Linking Pathway, the City of Melville may require a Local Development Plan to be prepared to address the provision of or interface to public open space or a linking pathway."* Renumber clauses accordingly	To enable the effective coordination of public and private realm improvements and development, to provide more certainty to all stakeholders for development potential, community benefits, and preliminary design outcomes before development application lodgement.

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

Ref	Subject	Clause and/or Page	Modifications Proposed	Rationale
9	• Exclude land subject to PCA or reserves from calculations (for bonuses)	Clause 21.5 (p53)	Add Clause 21.5.3 as follows: *"21.5.3 Within Q1 and Q2, in calculating minimum lot sizes under clauses 21.2 and 21.3, any area subject to a Planning Control Area or Metropolitan Region Scheme reserve for widening of Canning Highway or associated streets, or any land required to be ceded shall be excluded from area calculations."*	As above
10	Parking	Clause 18.3 (p48)	For "Residential visitor" dwelling type in Q1 & Q2 replace "N/A" with "Min: 0.1 per dwelling"	Ensure provision is made for residential visitor parking in the ACP
		Clause 18.11.2 (p49)	Replace clause with *"Access and egress to and from on-site parking, from and to the street shall comply with AS/NZS 2890.11:2004 Parking Facilities Part 1: Off-street parking"*	To ensure suitable sightlines based on Australian Standards

Plan Changes

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