



City of  
**Melville**

# Advocacy Strategy

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**2026**



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## Acknowledgement of Country

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We acknowledge the Bibbulmun people as the Traditional Owners of the land on which our City stands today and pay our respects to the Whadjuk people and Elders both past and present.

*City of Melville nagolik Bibbulmen Nyungar ally-maga milgebar gardukung naga boordjar-il narnga allidja yugow yeye wer ali kaanya Whadjack Nyungar wer netingar quadja wer burdik.*

**Marie Taylor**, Whaduck Balardong Nyungar Birdiyia

# Mayor's message



## **It is my pleasure to present the City of Melville's Advocacy Strategy 2026.**

This strategy reflects our City's commitment to delivering a vibrant, inclusive and sustainable Melville. It sets out the key projects and programs we are championing, and outlines how we will work with State and Federal Governments, local members of Parliament and other key stakeholders to make them a reality.

From revitalising the heart of our City through a new library and cultural centre, to strengthening our active transport networks, supporting the arts, enhancing foreshore protection, and addressing climate change. The priorities in this strategy reflect our community's aspirations and the values that make Melville such a special place.

As a mature and evolving inner metropolitan local government, we are experiencing growth and increasing demand for services, infrastructure and green public spaces. Our advocacy efforts aim to ensure that investment from all levels of government keeps pace with this growth and supports the long-term liveability and prosperity of our City.

Importantly, this strategy supports the delivery of the Council Plan and builds on our objective of good governance and leadership. It also strengthens our ability to deliver on other strategic goals by securing the resources and support needed to achieve real, lasting outcomes.

Over the past few years, the City has secured significant funding for key projects by working in partnership with our community and stakeholders. This includes major investments in road safety, sporting infrastructure and place-based reconciliation. We will continue to build on this momentum.

We invite our community, our local members, and all levels of government to work with us as we advocate for the future of Melville. I'm sure our future will be inclusive and connected, and we'll be ready for the challenges and opportunities ahead.

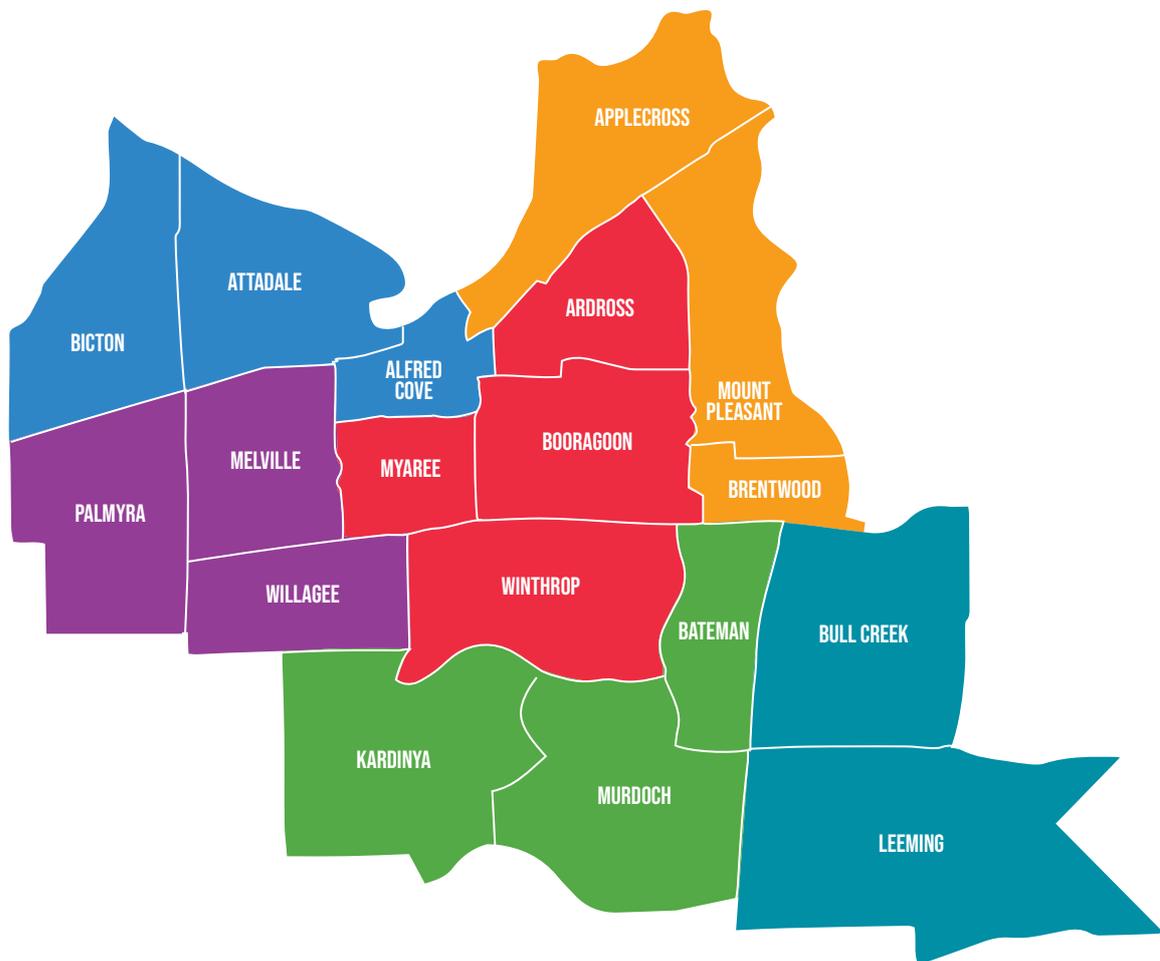
Together, we can ensure Melville remains one of Perth's most prosperous and welcoming cities.

City of Melville Mayor **Katy Mair**

# Our City

The City of Melville (the City) sits along 18km of the banks of Derbal Yerrigan (Swan) and Djarlgarro Beelier (Canning) rivers on Whadjuk Noongar Boodja, in Perth, Western Australia.

As a metropolitan inner district local government, the City of Melville is home to a diverse and multicultural community of more than 110,000 residents across six wards and 18 suburbs. Our residents enjoy a rich built and natural heritage, vibrant arts and cultural opportunities, a variety of retail and business precincts, an abundance of opportunities for physical and social activity, beautiful open spaces and unique natural landscapes.



## Wards

- BICTON-ATTADALE-ALFRED COVE WARD**
- PALMYRA-MELVILLE-WILLAGEE WARD**
- CENTRAL WARD**
- APPLECROSS-MOUNT PLEASANT WARD**
- BATEMAN-KARDINYA-MURDOCH WARD**
- BULL CREEK-LEEMING WARD**

# Our Place



Located on **Whadjuk Noongar Boodja**



Land area **53km<sup>2</sup>**



**18km** foreshore



**205** parks and reserves



**861ha** public open space



**281ha** bushland



**47,000** street trees (approx.)



**501km** paths



**503km** roads



**\$7.75 billion** gross regional product\*



**10,532** local businesses\*



**52,420** local jobs\*



**Largest industries by employment**  
Health care and Social assistance

# Our People



**113,404** people  
Forecast 12.6% increase (to 125,507) by 2030



**42** median age



**\$2,156** median weekly household income



**1.8** children  
Average per family



**0.9%** identifying as First Nations Peoples



**42,921** dwellings



**20.3%** use a language other than English at home in 2021



**34.5%** born overseas

Top languages we speak at home other than English:  
Mandarin, Cantonese, Indonesian, Italian

Top countries of birth:  
United Kingdom, Malaysia, China, India, New Zealand, South Africa

# Our Council

The City of Melville Council is made up of a Mayor and 12 Elected Members, who are elected for a four-year term to represent the community's priorities and aspirations.

The Council sets the strategic direction for the City of Melville. They are informed by our community and respond to the community's aspirations and priorities through the Council Plan, delegated decision-making, Council meetings and committees.

The City of Melville administration works under the leadership of the chief executive officer to deliver Council's direction delivering diverse services, projects and programs to the community.

## Mayor



**Madam Katy Mair**

Term of office expires 2027

## Applecross-Mount Pleasant Ward



**Cr Daniel Lim**

Term of office expires 2027



**Cr Clive Ross**

Term of office expires 2029

## Bateman-Kardinya-Murdoch Ward



**Cr Soo Hong**

Term of office expires 2027



**Cr Nicole Robins**

Term of office expires 2029

## Bicton-Attadale-Alfred Cove Ward



**Cr Glynis Barber**

Term of office expires 2027



**Cr George Panayotou**

Term of office expires 2029

## Bull Creek-Leeming Ward



**Cr Matthew Woodall**

Term of office expires 2027



**Cr Jennifer Spanbroek**

Term of office expires 2029

## Central Ward



**Cr Scott Green**

Term of office expires 2027



**Cr Crawford Yorke**

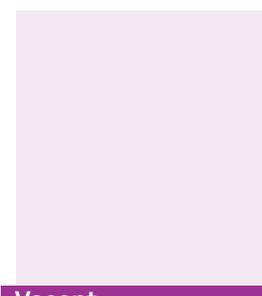
Term of office expires 2029

## Palmyra-Melville-Willagee Ward



**Cr Karen Wheatland**

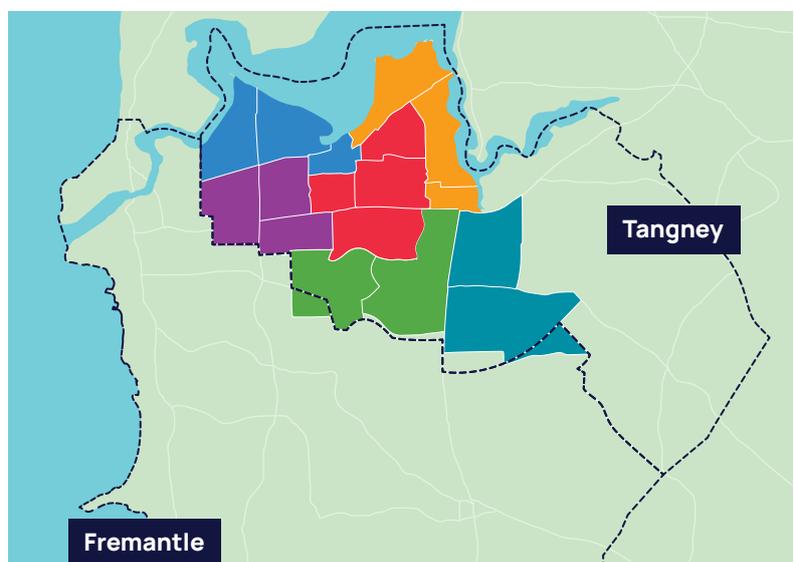
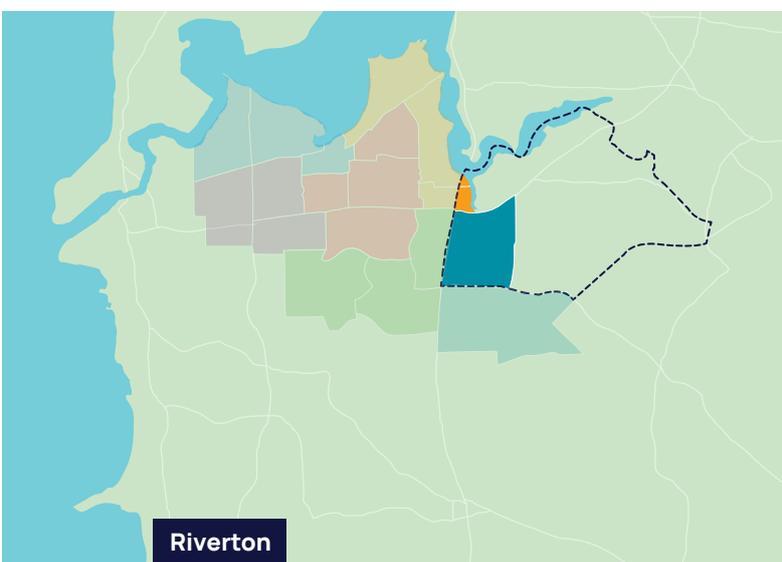
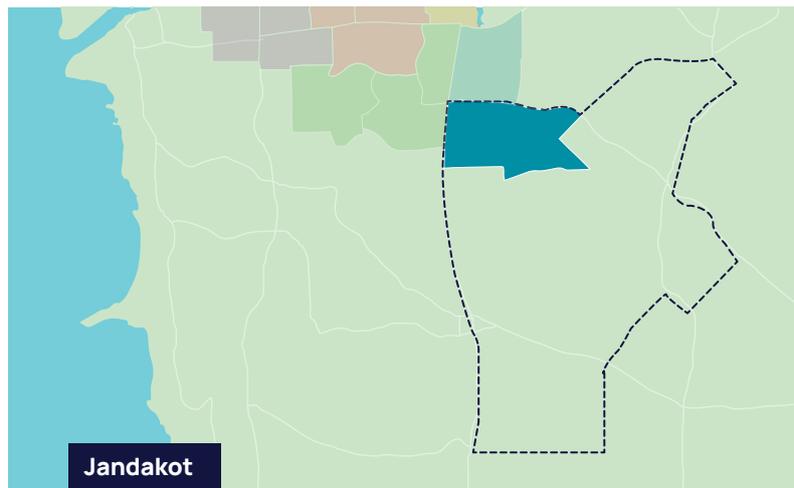
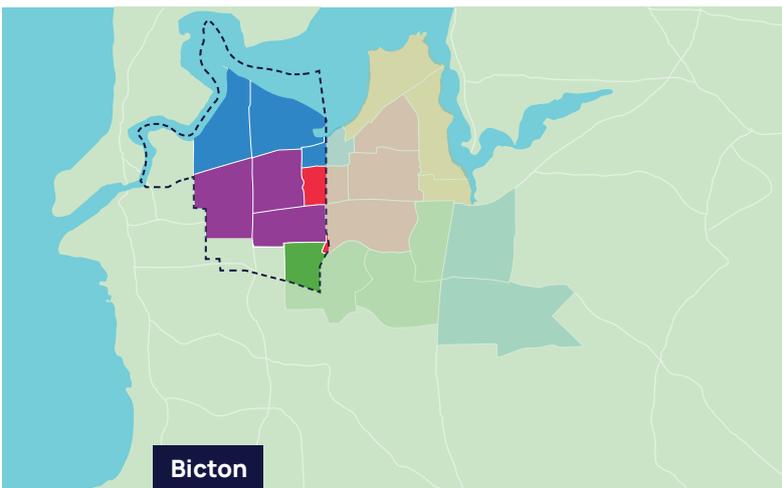
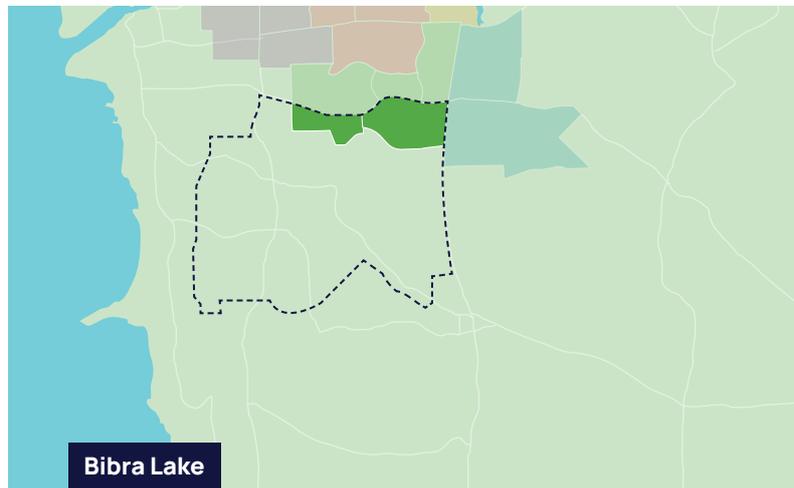
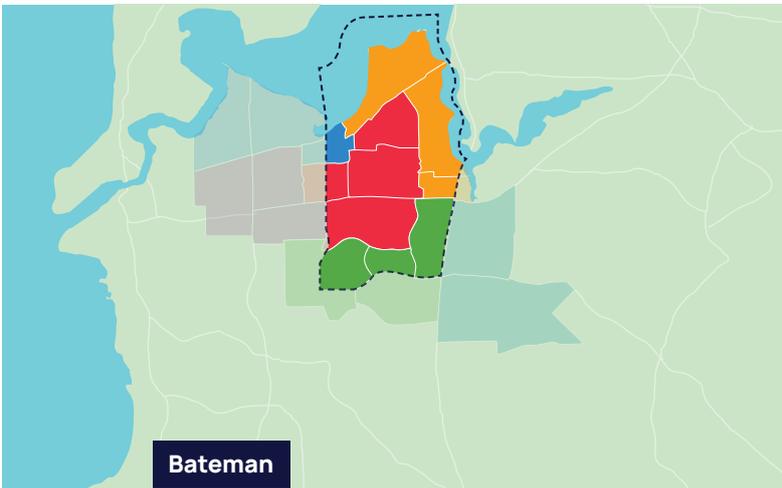
Term of office expires 2029



**Vacant**

# Our Electorates

The City of Melville spans several key electorates, including Bateman, Bibra Lake, Bicton, Jandakot and Riverton at the state level, and Tangney and parts of Fremantle at the federal level.



# Aim and purpose of advocacy

**The City of Melville is committed to creating a vibrant, sustainable, and inclusive future for its community.**

Advocacy plays a crucial role in achieving this vision by influencing decision-making processes and securing funding and support for the City’s strategic priorities.

The Council Plan, shaped by the community’s aspirations and priorities, sets the City’s strategic direction to achieve our shared vision. Our vision is supported by five strategic objectives.



Healthy, Safe and Inclusive	Clean and Green	Sustainable and Connected Development	Vibrant and Prosperous	Good Governance and Leadership
Healthy, safe and inclusive communities with a sense of belonging and wellbeing.	A clean, green and sustainable City for current and future generations.	Sustainable, connected development and transport infrastructure across our City.	Economic prosperity and vibrant, resilient communities and businesses.	Leadership and good governance for the benefit of the whole community.

The Advocacy Strategy reflects the City’s commitment to achieving the fifth objective – Good Governance and Leadership – as outlined in the Council Plan. At the same time, the strategy strengthens our ability to deliver on the other four objectives by focusing advocacy efforts on community needs and ensuring the necessary funding and support is secured for key projects and initiatives.

Through active engagement with key stakeholders and focused advocacy efforts, we aim to influence decision makers at the state and federal levels. This collaborative approach will help achieve meaningful outcomes that address the community’s priorities and contribute to a vibrant, sustainable, and inclusive future for all.

# Advocacy objectives

**Our advocacy priorities are guided by the Council Plan, which is shaped by the community's needs, challenges and opportunities. The objectives of our advocacy efforts are to:**

- **BUILD** and maintain meaningful relationships with key stakeholders at the state and federal levels to advance the City's advocacy priorities
- **HIGHLIGHT** the needs, challenges and opportunities of our community to government leaders, influencers, and decision-makers
- **SECURE** financial support to deliver projects and initiatives outlined in the City's advocacy priority list
- **ADVOCATE** for funding and backing from state and federal governments for critical projects and initiatives
- **DRIVE** positive changes to legislation, policies, and standards that support the health, wellbeing, and future prosperity of City of Melville residents.

## Measuring advocacy outcomes

We will measure the success of our advocacy efforts by tracking improvements in the following areas:

- increased funding awarded to the City for projects and initiatives
- support and pledges from state and federal governments and opposition parties toward advocacy priorities
- improved alignment of government services with the community's needs
- decisions that positively impact the City's residents through revised policies, standards, and frameworks
- broader and deeper collaborations between the City and state or federal governments
- positive feedback and increased engagement from the community regarding advocacy campaigns
- enhanced satisfaction with the City's advocacy efforts as reflected in community surveys and feedback.

# How we advocate

We are committed to actively influencing decisions and securing support for our community's priorities. We achieve this by advocating proactively and reactively for both financial and non-financial outcomes.

## Financial advocacy

Seeking monetary or in-kind support for projects through grants and partnerships.

## Non-financial advocacy

Influencing government actions, policies, or decisions, as well as advocating for non-financial actions.



To be effective in our advocacy efforts, we will:

- ✓ **PARTNER** with organisations that share common goals to amplify the community's voice on key issues.
- ✓ **MEET** regularly with state and federal ministers, local members of parliament, government agencies, and election candidates to foster strong relationships and work collaboratively on community priorities.
- ✓ **BUILD** and maintain relationships with both sides of government – State and Federal – to ensure support and advocacy efforts are not limited by political affiliation. This helps ensure that the City's priorities are heard regardless of the governing party.
- ✓ **PRESENT** advocacy priorities and emerging issues to decision-makers, ensuring the community's needs are represented at all levels of government.
- ✓ **ESTABLISH** respectful, transparent communication channels with local members of parliament and government officials to promote collaboration and gather insights for informed advocacy.
- ✓ **PROMOTE** projects and programs requiring external funding during election periods, budget cycles, and grant opportunities.
- ✓ **PROVIDE** regular updates to the community and decision-makers through clear messaging and advocacy materials to maintain alignment and support.
- ✓ **TRACK** the progress of advocacy efforts, refine strategies as needed, and identify new opportunities to achieve the community's goals.

## Advocacy prioritisation matrix

To ensure our advocacy is focussed on achieving community priorities, we have developed an advocacy prioritisation matrix to evaluate and rank potential initiatives. This matrix ensures alignment with the Council Plan and prioritises projects most likely to gain support from other levels of government. The criteria and their definitions are listed below.

Criterion	Definition
<b>Council Plan alignment</b>	Assesses how well the project aligns with the City's strategic objectives and Council's endorsed priorities.
<b>Community impact</b>	Evaluates the potential benefits for the community, including the number of residents positively affected.
<b>Feasibility</b>	Considers delivery costs, ongoing operational expenses, and potential cost savings for the City.
<b>Project readiness</b>	Measures the project's readiness for construction, including whether it is shovel-ready and can be delivered within a parliamentary term.
<b>State Government alignment</b>	Determines whether the project aligns with State Government policies or strategies.
<b>Federal Government alignment</b>	Determines whether the project aligns with Federal Government policies or strategies.
<b>Likelihood of securing external funding</b>	Assesses the availability of external funding opportunities, including grants, and the City's ability to contribute to the project.



# Advocacy priorities

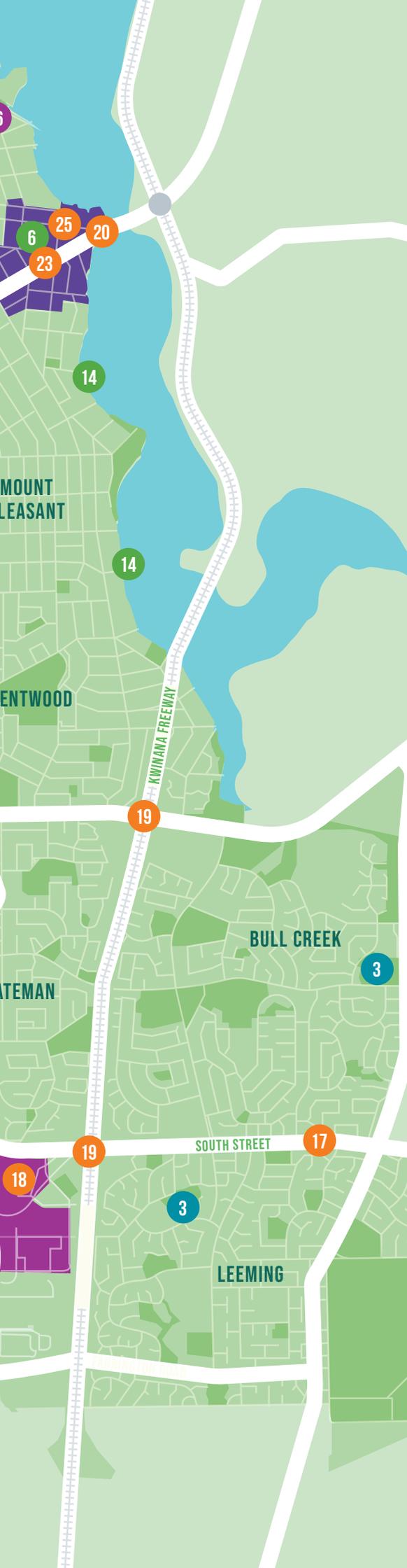


Council has endorsed the projects and programs featured on this page as the City’s advocacy priorities.

This list is not exhaustive and is not ranked – each project is equally significant in contributing to our community’s vision and goals. The objectives in the Council Plan have been reflected through these priorities and the legend below indicates the specific objective each priority aligns to.

## COUNCIL PLAN OBJECTIVES

- Healthy, Safe and Inclusive
- Clean and Green
- Vibrant and Prosperous
- Sustainable and Connected Development



## ADVOCACY PRIORITY PROGRAMS AND PROJECTS

- 1 Library and cultural centre
- 2 Atwell House and Arts Precinct
- 3 Changeroom upgrade program
- 4 Increased funding for financial assistance grants
- 5 Goolugatup Heathcote Lowerlands
- 6 Moreau Mews park and streetscape
- 7 Attadale Alfred Cove foreshore program
- 8 Climate action program
- 9 Road infrastructure and safety program
- 10 Library WA agreement
- 11 Shared use agreements for school facilities
- 12 Library, Culture and the Arts Infrastructure Fund
- 13 Local Government Climate Action Fund
- 14 Erosion control
- 15 Mandatory product stewardship schemes for priority materials
- 16 Stock Road and Leach Highway interchange
- 17 Mid-tier transport along South Street
- 18 Murdoch Health and Knowledge Precinct
- 19 Precinct structure plans – Murdoch and Bull Creek
- 20 Bus interchange project at Canning Bridge
- 21 AM peak bus lane on Canning Highway
- 22 Traffic signals installed at Rome and Hislop Road intersections on Canning Highway
- 23 Alternate solution to the duck and dive concept on Canning Highway
- 24 Dedicated right hand signals at Petra and Ardross Street intersections on Canning Highway
- 25 Removal of bonus height provisions from the Canning Bridge Activity Centre Plan
- 26 Cultural tourism experiences
- 27 Grant fund to support start up tourism businesses
- 28 Eco-tourism businesses in City of Melville natural areas



# Healthy, safe and inclusive

## Library and cultural centre

State electorate	Federal electorate	Project cost
Bateman	Tangney	\$60 million

### Snapshot

**Revitalisation and transformation of the city centre, with construction of a new library and cultural centre and redevelopment of the surrounding environment to form the Cultural Heart Precinct, with strong links to the Main Hall, Civic Centre, Yagan Mia Wireless Hill and Westfield Booragoon redevelopment.**

### Background

Extensive community consultation has demonstrated the need for the City of Melville to embark on a landmark infrastructure project to deliver a vibrant hub of culture and activity, where people can come together to share, celebrate, create and learn.

Designed by the award-winning Christou Design Group, the centrepiece of the precinct will be a new 5-star green accredited library and cultural centre (LCC). The facility will house the City's main library collection, gallery and exhibition spaces, municipal museum, First Nations stories, community meeting and creative spaces and a host of other core services.

As Melville rapidly transforms from a suburban to inner metropolitan city area, the highly accessible and convergent nature of the Cultural Heart Precinct will become a space where lifelong learning, creativity, arts and culture will thrive. The LCC is projected to welcome 350,000 visitors annually, providing a space where people can gather, experience, and connect, fostering social cohesion and a sense of belonging for generations to come.

Importantly, this landmark project will seek to integrate with the Perth Aboriginal Cultural Centre, continuing truth telling, healing, reconciliation and creating a culturally safe place for Aboriginal people in Perth's southern suburbs.

### Our ask

**We have secured \$15 million in funding from the Federal Government through the Thriving Suburbs Program and are now seeking a further \$10 million from the State Government to deliver this project.**



# Atwell House and Arts Precinct

State electorate	Federal electorate	Project cost
Bateman	Tangney	\$4.5 million

## Snapshot

**Refurbishment of the Atwell House building and redevelopment of the adjacent gallery built in 1982 to provide enhanced and fit-for-purpose exhibition, function and studio spaces for the City of Melville community to enjoy.**

## Background

The Atwell House and Gallery provide a treasured community and cultural space along the Alfred Cove foreshore in the City of Melville. Already an important heritage site as the first dairy farm of the region, and adjacent to the popular Karlup Ceramics Studio, the site has enormous potential to become a thriving community arts precinct.

More than 20,000 people visit Atwell House each year, and regular community events are held in the precinct. The site is home to multiple community groups, including the South of the River Potters Club, Alfred Cove Art Society, the Atwell Spinners and Plein Air painters, and welcomes a wide range of audiences through regular exhibitions, demonstrations, classes, workshops and arts programming.

The community has been advocating for facility refurbishments for over a decade. Lack of accessibility, design and spatial limitations are impacting the sustainability and growth of the precinct.

We are proposing a refurbishment of Atwell House and redevelopment of the gallery to provide enhanced exhibition, workshop and studio spaces, and amenities that support affordable access, social connectivity and lifelong engagement in the creative arts.

## Our ask

We are seeking \$1.5 million from the Federal Government and \$1.5 million from the State Government to deliver this project.



# Changeroom upgrade program

State electorate	Federal electorate	Program cost
All	All	Up to \$34 million

## Snapshot

A four-year changerroom upgrade program to ensure facilities meet modern building, accessibility, and inclusion standards. The program supports the growing participation of female athletes and strengthens local sporting clubs by providing fit-for-purpose facilities.

## Background

Female participation in sports is rapidly increasing across Western Australia, yet many changerrooms in the City of Melville remain outdated and do not adequately accommodate female athletes. Upgrading these facilities is essential to fostering inclusivity, enabling club growth, and ensuring equitable access to sports infrastructure.

In 2020, we identified several upgrades across our sporting clubroom portfolio as part of the 20-year Active Reserve Infrastructure Strategy. However, the rise in female participation and the urgent need for modern, accessible facilities have necessitated an accelerated rollout of changerroom upgrades. This program will upgrade changerrooms to meet contemporary standards, including dedicated female and gender-neutral amenities; improve accessibility; and enhance usability.

The following changerrooms are planned to be upgraded as part of this program:

- Beasley Park
- Troy Park
- Winnacott Reserve
- Morris Buzacott Reserve
- Alan Edwards Reserve
- Trevor Gribble Reserve
- Gairloch Reserve.

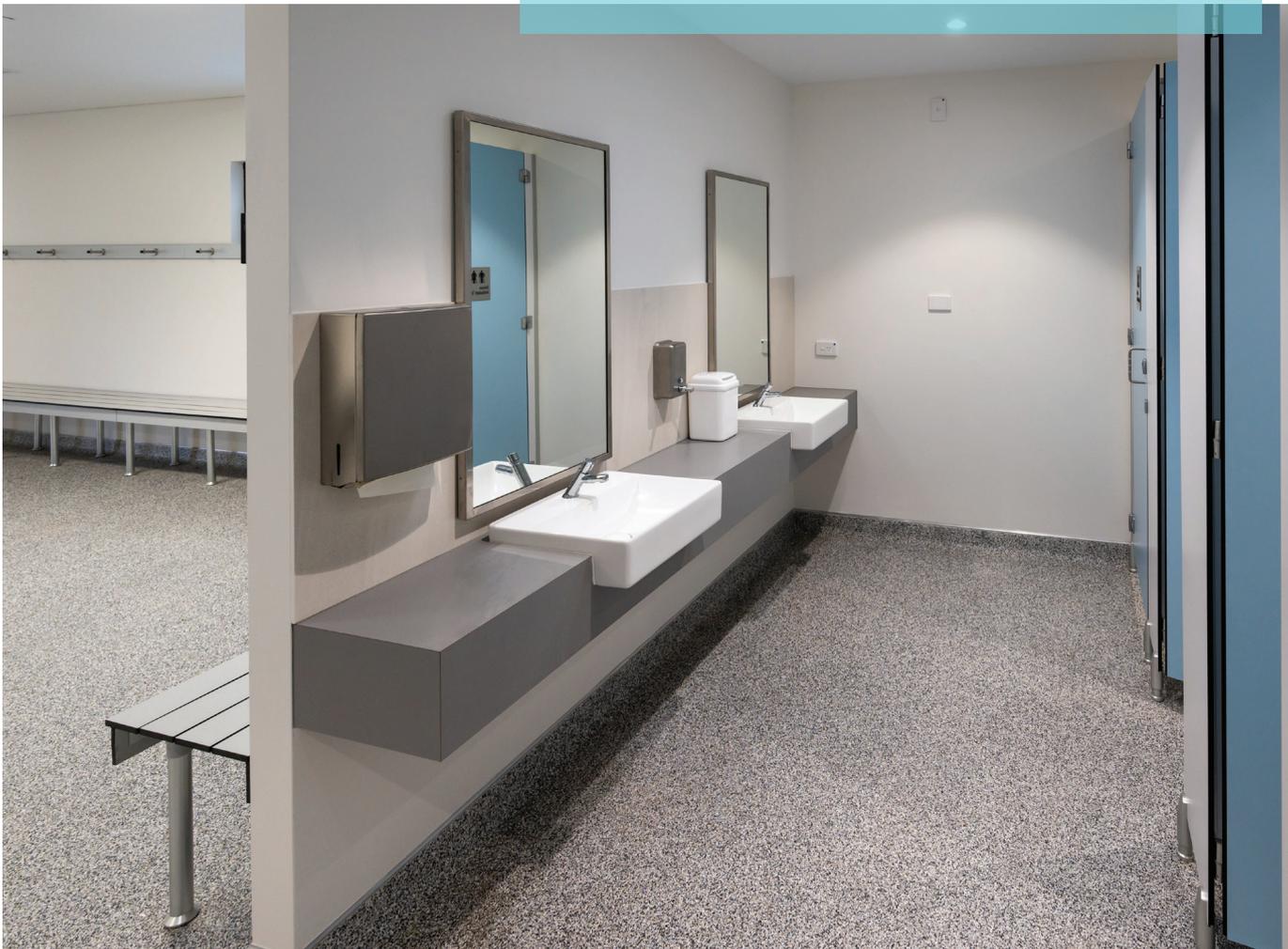
## Our ask

We have successfully secured funding for changerroom upgrades at Beasley Park, Troy Park, and Winnacott Reserve. We are now seeking additional contributions from the State and/or Federal Government to support upgrades at other reserves as part of this program.



Project name	State electorate	Federal electorate	Project cost* (\$ million)	Ask (from State or Federal governments)
Beasley Park	Jandakot	Tangney	\$4.5m	Secured \$2m from State and \$1.5m from Federal
Troy Park	Bicton	Tangney	\$4.5m	Secured \$1m from State
Winnacott Reserve	Bicton	Tangney	Up to \$5m*	Secured \$1.3m from State
Morris Buzacott Reserve	Bateman	Tangney	Up to \$5m*	1/3 each between City, State and Federal
Alan Edwards Reserve	Bibra Lake	Fremantle	Up to \$5m*	1/3 each between City, State and Federal
Trevor Gribble Reserve	Riverton	Tangney	Up to \$5m*	1/3 each between City, State and Federal
Gairloch Reserve	Bateman	Tangney	Up to \$5m*	1/3 each between City, State and Federal

\*Costs subject to further design and costings



# Increased funding for financial assistance grants

State electorate	Federal electorate	Program cost
All	All	\$15.72m over the last four years

## Snapshot

**Local governments are facing a critical financial shortfall due to declining Federal Government Financial Assistance Grants, hindering their ability to meet growing community demands and deliver essential services. Restoring these grants is crucial for sustainable and liveable communities, and to address the needs of a growing population.**

## Background

Local governments across Australia are under increasing financial strain to provide essential services, maintain ageing infrastructure, and meet evolving community needs and expectations. As the first point of contact for residents, local governments manage essential services like road maintenance, waste collection, parks, libraries, and community programs. These responsibilities incur substantial costs that current local government budgets cannot adequately cover.

Financial Assistance Grants have diminished from 1% of Commonwealth taxation revenue in 1996 to a mere 0.5% today. This drastic decline, compounded by rising living costs, inflation, and growing service demands, is severely impacting local budgets.

Australian Local Government Association (ALGA) research shows:

- Australia's local governments receive one of the lowest shares of GDP among developed nations.
- Local government spending per capita has stagnated, while state and federal spending continues to rise.
- Councils are increasingly tasked with providing affordable housing, community programs and disaster recovery support, all with inadequate funding.

The historical underfunding of local governments forces them to operate in a perpetual state of financial catch-up, rather than with stable and predictable funding.

## Our ask

**We are asking the Federal Government to restore Financial Assistance Grants to 1% of Commonwealth taxation, which would increase City of Melville's funding allocation to \$30m over four years.**



# Library WA agreement

## Snapshot

Under the WA Public Library Agreement, local governments fund library infrastructure and staffing, while the State Government is responsible for providing library resources. However, the City of Melville now contributes more to library resources than the State, placing an unsustainable financial burden on local services.

## Background

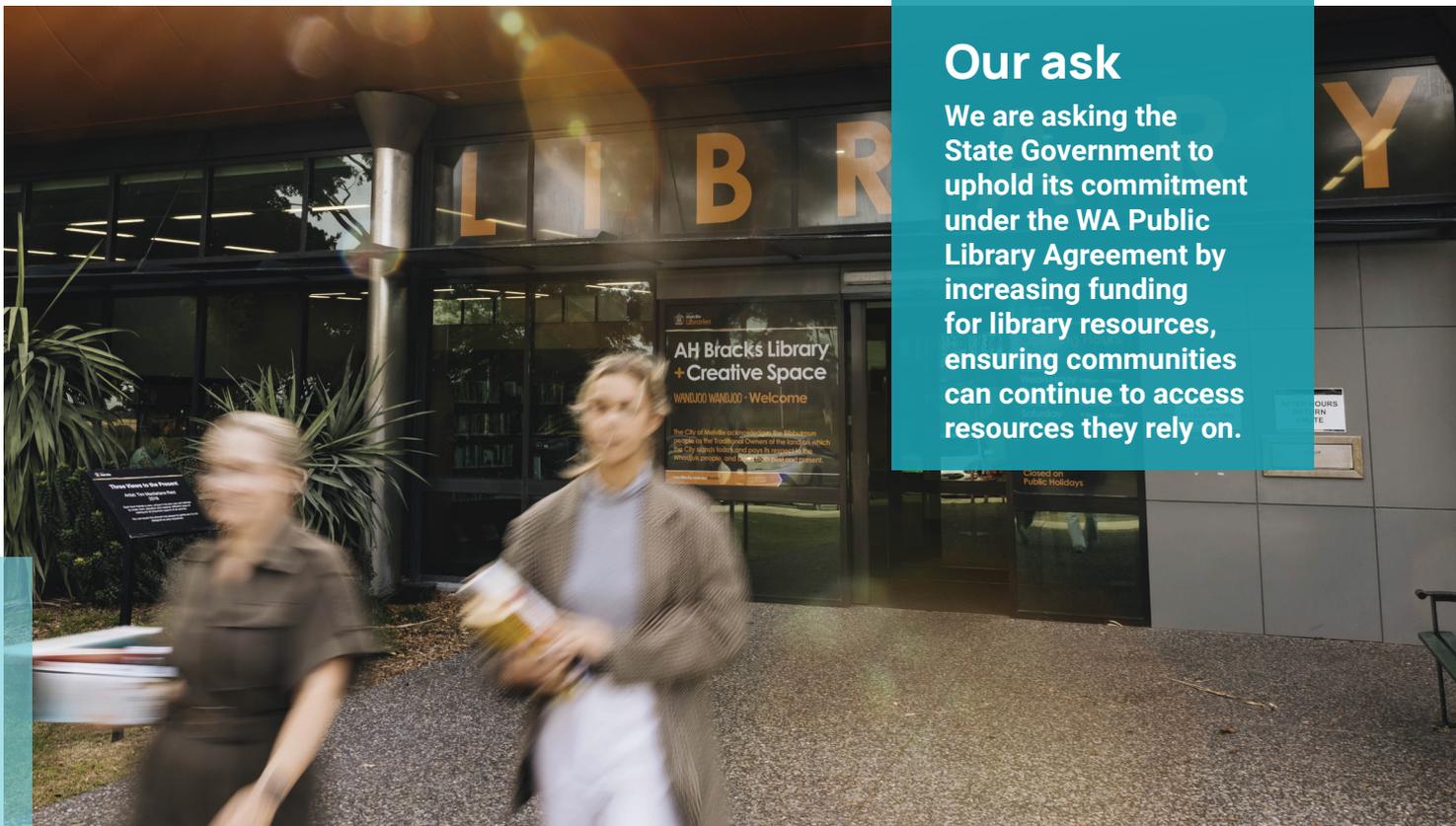
Public libraries are vital community hubs, offering access to information, technology, and programs that support lifelong learning, literacy and social connection.

The WA Public Library Agreement outlines a partnership where local governments provide infrastructure and staffing, and the State Government supplies library resources such as books, ebooks, audiobooks, and digital media.

However, this balance has shifted. The City of Melville, like many local governments, now funds a greater share of library resources than the state. Over the past decade, state funding to the City has decreased by 32%, despite population growth and increased demand for library services. Consequently, we supplement our library budget by approximately \$200,000 annually to maintain service levels.

This trend is unsustainable, especially amid rising costs and community expectations. Without adequate state support, libraries risk reduced services, impacting access to essential resources for education, digital inclusion, and community engagement.

A renewed commitment from the State Government is necessary to uphold the principles of the WA Public Library Agreement and ensure equitable access to library resources across all communities.



## Our ask

We are asking the State Government to uphold its commitment under the WA Public Library Agreement by increasing funding for library resources, ensuring communities can continue to access resources they rely on.

# Shared use agreements for school facilities

## Snapshot

**With community demand for sport and recreation facilities projected to exceed current capacity into the future, formalising shared use agreements with local schools presents a practical solution. This approach optimises existing infrastructure, eases pressure on public reserves, and builds stronger community partnerships.**

## Background

Sport and recreation are essential to the health and wellbeing of our community – and demand for facilities continues to grow.

With a rising population and increase in female participation in sport, many of the City's parks, reserves, and sporting grounds are at or near full capacity. Currently, 12 out of 22 active reserves used by community sporting groups are fully booked, with further demand expected.

Some clubs are informally using school facilities, but these arrangements are often short-term and unpredictable. When access is withdrawn, clubs – and their players – are left without places to train or play.

Formal shared use agreements provide a reliable, mutually beneficial solution. However, there is currently no obligation for schools to enter into these agreements that would benefit the community. The City has three in place, but more are needed to support a growing community.

Many schools have underutilised ovals and courts that, if made available to local clubs, could significantly relieve pressure on public facilities while also enhancing opportunities for students and the broader community.

By working collaboratively across all levels of government, we can better understand the need for these partnerships and remain open to solutions that support the accessibility of essential infrastructure – such as toilets and lighting – that enable community activities to take place.

## Our ask

**We are asking the State Government to support and assist us by facilitating shared use agreements between local governments and schools, so that more community sporting clubs can access much-needed outdoor space and supporting amenities to meet the growing needs of our population.**



# Library, culture and the arts infrastructure fund

## Snapshot

Arts and cultural facilities such as libraries, galleries, performing arts spaces and museums are essential community assets. Despite high public participation, state and federal funding is limited and inconsistent, placing disproportionate financial pressure on local governments. A dedicated funding program is needed to ensure long-term sustainability, accessibility, and growth of these vital services.

## Background

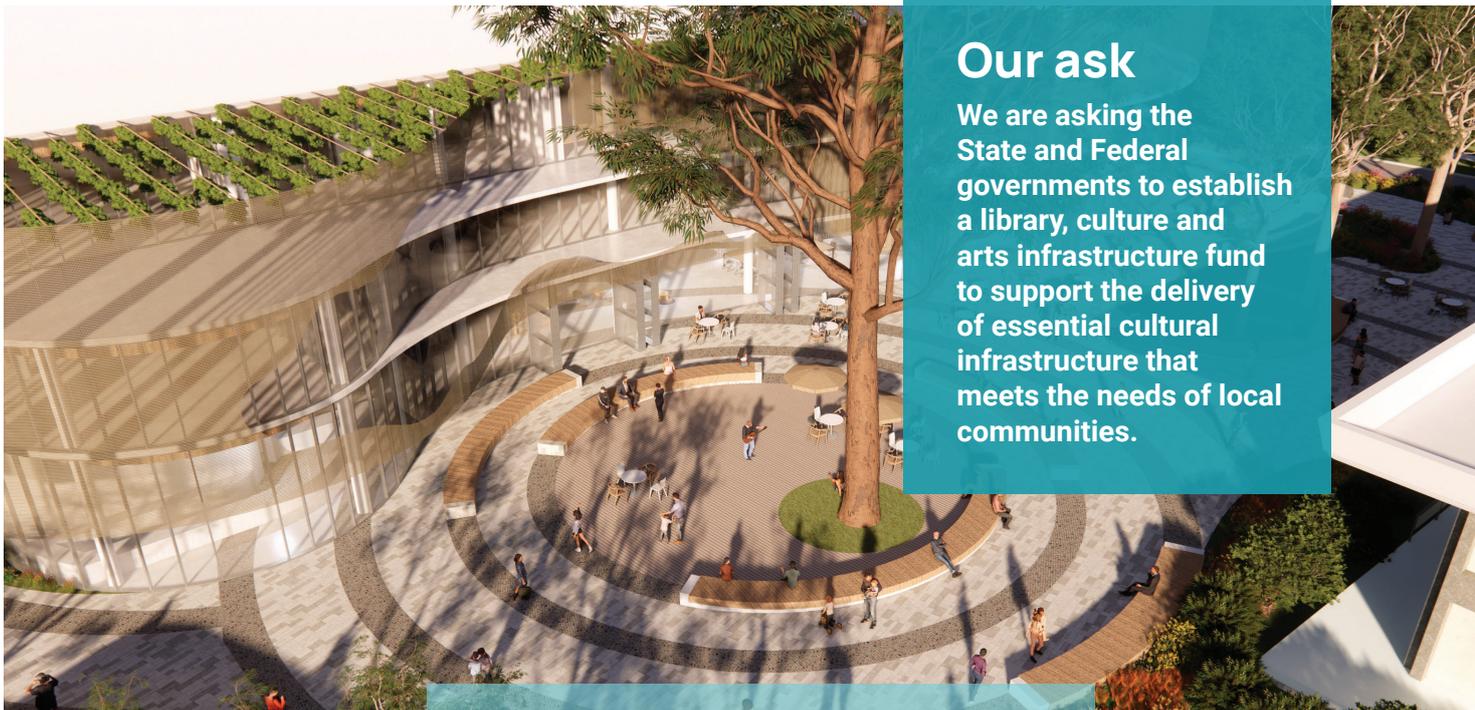
Local governments are responsible for building, maintaining, and operating much of Western Australia's cultural and arts infrastructure, including libraries, museums, theatres and galleries. These facilities are cornerstones of community wellbeing, education, and inclusion. However, the financial burden of delivering and maintaining these spaces sits largely with local governments, with minimal long-term support from state or federal governments.

Funding for arts and culture infrastructure is typically limited to competitive grant schemes and project-based models, which do not support ongoing operations or renewal needs. This model is unsustainable and fails to meet increasing community expectations and participation.

Data shows strong community demand – over 78% of Western Australians engaged in cultural activity between April 2022 and April 2023. Public libraries alone receive over 11 million visits annually in WA. Yet infrastructure is ageing, and the costs to renew or expand facilities continue to grow.

Many State Government-owned facilities are at capacity or are financially inaccessible to community groups and local performers. Uplifting and expanding local government-owned spaces is a practical solution, as we offer cost-effective and community-focused opportunities.

In July 2024, the National General Assembly of Local Government supported a motion calling on all levels of government to address this gap. The motion was referred to the Minister for the Arts, highlighting the opportunity for all three levels of government to collaborate on delivering essential cultural infrastructure.



## Our ask

We are asking the State and Federal governments to establish a library, culture and arts infrastructure fund to support the delivery of essential cultural infrastructure that meets the needs of local communities.



## Clean and Green

### Goolugatup Heathcote Lowerlands renewal

State electorate	Federal electorate	Project cost
Bateman	Tangney	\$8.8 million

#### Snapshot

**Whadjuk-led renewal of the Aboriginal heritage site at Goolugatup Heathcote Lowerlands, including landscaping, cultural nodes, ecological revitalisation, paths, interpretation and wayfinding across the whole site.**

#### Background

A beautiful natural space with open grass, trees and the riverbank of the Derbal Yerrigan (Swan River), Goolugatup Heathcote Lowerlands is a significant cultural site for Whadjuk people of the Bibbulmun/Noongar Nation and an important site for the wider community.

The City of Melville has been working with the Whadjuk community, Traditional Owners and community stakeholders to develop a plan to realise the potential of the area. The resulting project aims to revitalise this culturally significant, and important community, recreational and ecological site to create a space that heals and connects. It includes revegetation and renewal of the natural ecosystem, incorporation of cultural spaces including a healing garden and yarning circle, and cultural storytelling and knowledge systems embedded in the signage and wayfinding.

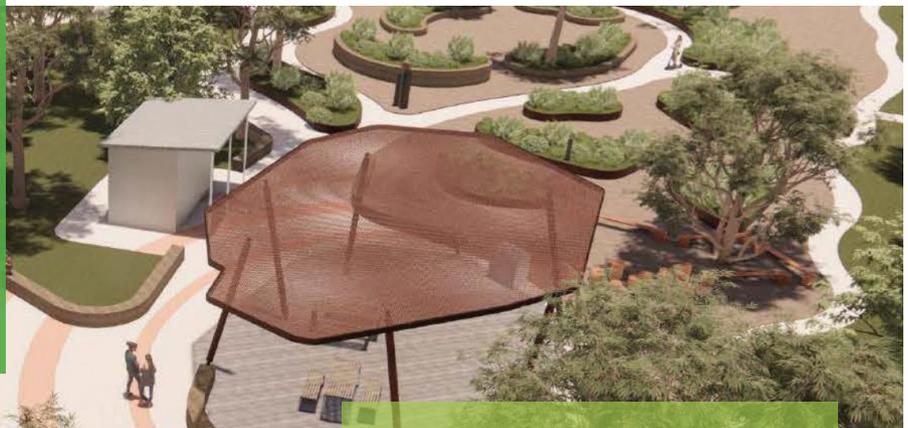
At its heart, the project represents place-based reconciliation in action, and meaningful advancement of the City's Reconciliation Action Plan goals. Embedded reconciliation outcomes include employment, truth telling and cultural tourism.

Furthermore, it will provide essential public space in a rapidly growing urban activity centre at Canning Bridge, which severely lacks adequate amenities and green spaces. It will enhance safety and accessibility through improved pathways, lighting, bike traffic calming measures, better visibility, entrance zones, and parking.

The site's ecology will be restored and enhanced with revegetation, greening, and foreshore protections. Additionally, it will reconnect the site with surrounding destinations, including a staircase to Goolugatup Heathcote Upperlands, to improve connectivity and access across the area.

#### Our ask

We have secured \$2.35 million in funding from Lotterywest and are now seeking a further \$3 million from the Federal or State Government to deliver this project.



# Moreau Mews park and streetscape

State electorate	Federal electorate	Project cost
Bateman	Tangney	\$6 million

## Snapshot

**The development of a new public open space and streetscape along Moreau Mews and Kishorn Road in Applecross, creating a vibrant town square in the heart of the Canning Bridge precinct. This will turn the area into a green, welcoming space where the community can relax, engage in leisure activities and connect with one another.**

## Background

With the Western Australian Government targeting 18,000 new dwellings by 2050, areas like Canning Bridge are experiencing significant residential infill. While increased density supports housing needs and public transport integration, it also heightens the demand for high-quality public open spaces to maintain community wellbeing, encourage active lifestyles, and foster social interaction.

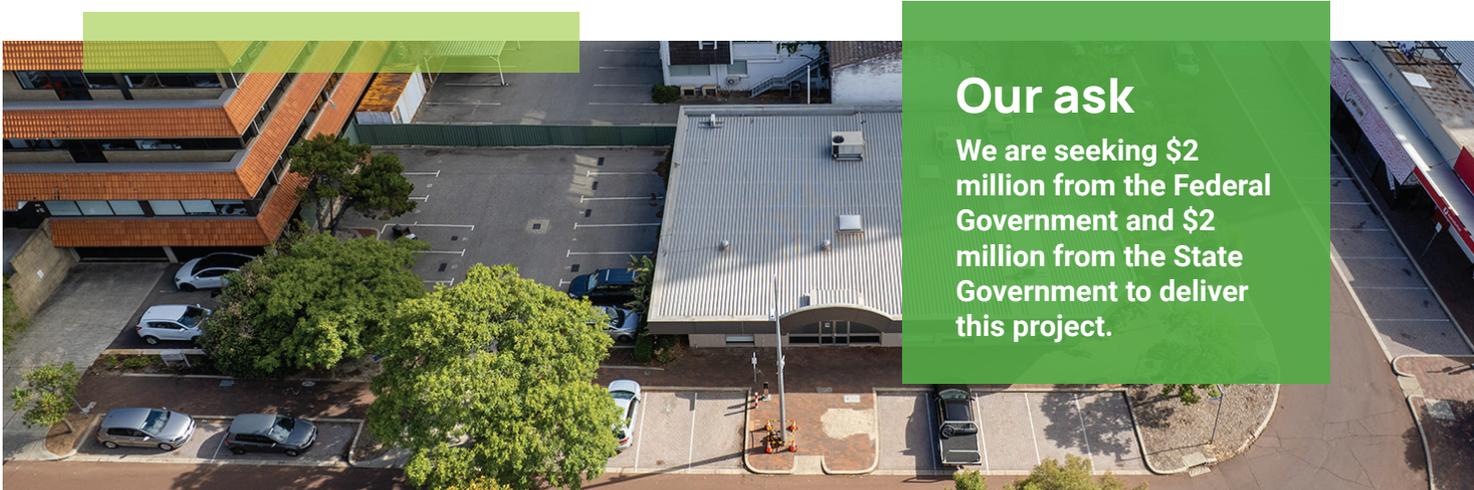
Recognising the community's call for more green and accessible spaces, Council has resolved to prioritise the development of new public open space within the Canning Bridge precinct. The site, spanning approximately 4,000m<sup>2</sup>, includes 50-52 Kishorn Road and 23, 29 and 31 Moreau Mews in Applecross. This area currently consists of commercial and residential buildings, as well as a public car park.

The site's natural sloping landscape, extending from the corner of Moreau Mews and Kishorn Road towards the river, presents an opportunity for a dynamic and well-integrated open space. The revitalisation will incorporate surrounding local roads (approximately 150m) into the project, ensuring seamless pedestrian connectivity and creating a cohesive, people-friendly precinct.

This transformation will:

- enhance community wellbeing by providing a space for people to gather and participate in recreational activities
- support urban greening through increased tree canopy and landscaping
- encourage social interaction by creating a welcoming and accessible environment
- promote economic vibrancy by attracting visitors and enhancing the appeal of nearby businesses.

This project represents a critical step in ensuring that as the Canning Bridge precinct grows, it remains a place where people want to live, work, and connect.



## Our ask

**We are seeking \$2 million from the Federal Government and \$2 million from the State Government to deliver this project.**

# Attadale Alfred Cove Foreshore program (Master Plan)

State electorate	Federal electorate	Program cost
Bicton and Bateman	Tangney	\$4.5 million

## Snapshot

**The Attadale Alfred Cove Foreshore is a unique natural and cultural asset facing increasing pressure from climate change, erosion, and growing community use. The City of Melville has developed a master plan to protect and restore the foreshore while balancing environmental conservation with recreational needs.**

## Background

Stretching over 4km along the Swan Estuary Marine Park, the Attadale Alfred Cove Foreshore is an area of outstanding natural beauty, rich biodiversity, and deep cultural significance. The area serves as a critical habitat for native wildlife and marine species, including the Melville Bird Sanctuary, while also being a highly valued space for sports and recreation. However, the foreshore is under increasing pressure from climate change, rising river levels, and growing recreational demand. Coastal erosion and habitat degradation threaten the ecological integrity of this important site, requiring a proactive and coordinated response.

To address these challenges, the City of Melville worked with community groups, Traditional Owners, and key stakeholders to develop the Attadale Alfred Cove Foreshore Master Plan. This plan takes a holistic and long-term approach, guiding a 20-year program of actions – subject to funding – to enhance and protect the foreshore while balancing environmental conservation with sustainable recreational use.

The plan includes restoring sensitive ecosystems through rehabilitation and revegetation, improving accessibility with new boardwalks and viewing platforms, and creating safer pedestrian and bike riding links with wider shared paths and a slow cycling zone. Importantly, it also acknowledges the deep cultural heritage of the area, ensuring that Aboriginal knowledge is integrated into the foreshore's future management.

There are six identified precincts along the foreshore – Attadale Bushland Reserve West, Attadale Reserve East, Troy Park and Point Waylen, Alfred Cove and Atwell House, Tompkins Park, and Tompkins Park East – each with targeted projects that can be delivered in the next four years with government support. These short-term actions will address urgent environmental and community needs while laying the foundation for long-term sustainability.

## Our ask

**We are seeking \$1.5 million from the Federal Government and \$1.5 million from the State Government to deliver this program over four years.**

# Climate action program (Corporate and Community Climate Action Plan)

State electorate	Federal electorate	Program cost
All	Tangney	\$5.8 million

### Snapshot

Climate change is increasingly affecting communities, infrastructure, and economies across Australia. In the City of Melville, residents have expressed growing concern about the future of the environment, with a strong call for action. This program will drive real progress in addressing climate change and building a more sustainable future.

### Background

The impacts of climate change are being felt across Australia, with rising temperatures, extreme weather events, and environmental degradation affecting flora and fauna, communities, infrastructure, and local economies. Our residents are increasingly concerned about the future of our natural environment, with 80% of respondents to the Community Climate Action Plan Survey identifying climate change as a key issue.

In response, the City declared a climate emergency in June 2021 and has set ambitious targets to achieve carbon neutrality as an organisation by 2030 and net zero emissions across the city by 2050. However, achieving these goals requires a coordinated effort across all levels of government, industry, and the community. Investments in urban greening, renewable energy, water-sensitive design and climate-resilient infrastructure are essential to mitigating climate risks and ensuring long-term sustainability.

We have undertaken a climate vulnerability, risk, and opportunity assessment, in consultation with a Climate Action Reference Group and other community groups, to identify priority actions that will deliver meaningful outcomes. Strategic funding partnerships with the State and Federal governments will be critical to accelerating these initiatives, particularly in areas such as foreshore protection and emissions reduction.

With all governments working together, we can drive real progress in addressing climate change while delivering long-term benefits for local communities. We are seeking funding support to advance key climate initiatives, including facility electrification, expanding renewable energy and battery storage, strengthening climate resilience through water harvesting and infrastructure upgrades, improving active transport options, transitioning to an electric vehicle fleet, and developing a community recycling centre. These efforts will enhance sustainability, protect natural assets, and ensure a liveable future for all.



**Our ask**  
 We are seeking \$2 million from the Federal Government and \$2 million from the State Government to deliver this program over four years.

# Local government climate action fund

## Snapshot

Establishing a dedicated local government climate action fund will allow local governments to deliver critical infrastructure projects aimed at achieving net zero emissions by 2050. This targeted funding will bridge existing financial gaps, enabling effective climate action at the local level.

## Background

The City of Melville has declared a climate emergency and has committed to achieving carbon neutrality for our operations by 2030 and net zero emissions community-wide by 2050. To meet these ambitious targets, we plan to invest \$5.9 million over the next four years in our Climate Action Program.

However, current state and federal funding avenues are limited, often highly competitive, and constrained by stringent guidelines, making it challenging for local governments to secure necessary resources for large-scale climate initiatives.

Recognising the pivotal role of local governments in national climate strategies, in 2023 the Australian Local Government Association (ALGA), supported by the Cities Power Partnership and International Council for Local Environmental Initiatives (ICLEI), has advocated for a federal investment of \$50 million annually over four years to assist councils in reducing greenhouse gas emissions and supporting the national net zero target by 2050.

Local governments are responsible for managing over \$380 billion in assets and land, positioning them uniquely to drive substantial emissions reductions through infrastructure upgrades and community programs.

A dedicated local government climate action fund would provide the necessary financial support for councils to implement effective climate solutions, aligning local initiatives with state and federal sustainability goals.

## Our ask

We are asking the State and Federal governments to establish a dedicated local government climate action fund to support councils in delivering critical infrastructure upgrades, climate resilience projects, and community-based emissions reduction initiatives — including electrification — that contribute to achieving net zero targets.



# Erosion control

## Snapshot

**Climate change-induced sea-level rise and increased storm events are accelerating foreshore erosion in the City of Melville. Implementing improved erosion control measures is essential to protect natural habitats, public infrastructure and community spaces from ongoing degradation.**

## Background

The City of Melville encompasses approximately 18 kilometres of Swan-Canning Estuary foreshore, featuring diverse ecosystems and recreational areas. However, these foreshore zones are increasingly threatened by erosion, exacerbated by climate change factors such as rising sea levels and more frequent severe weather events.

Erosion not only undermines the stability of the shoreline but also endangers native vegetation, wildlife habitats, and public amenities. For instance, the Attadale foreshore has experienced significant erosion, leading to the closure of a riverside pathway.

In response, we have developed strategic plans, including the Foreshore Management Plan and the Attadale Alfred Cove Foreshore Master Plan, aiming to implement sustainable erosion control measures. These plans emphasise the use of native vegetation buffers, bioengineering techniques, and community engagement to enhance resilience against climate impacts.

To effectively combat the accelerating erosion and safeguard the foreshore's ecological and recreational value, the City seeks support for the implementation of erosion control measures.



## Our ask

**We are asking the State Government to work in partnership with the City of Melville to put measures in place for improved erosion control along the Attadale foreshore and other City of Melville foreshore areas.**

# Mandatory product stewardship schemes for priority materials

## Snapshot

**Local governments face escalating costs managing problematic waste streams – e-waste, tyres, mattresses and packaging – due to inadequate product stewardship. Implementing mandatory, industry-funded schemes is essential to alleviate financial burdens on communities, enhance recycling rates, and meet national sustainability targets.**

## Background

Local governments across Australia are facing mounting challenges in managing complex waste streams, particularly electronic waste, tyres, mattresses and packaging. These materials are costly to manage, difficult to recycle, and often illegally dumped, placing financial pressure on Local Governments and environmental strain on communities.

Current product stewardship schemes, where they exist, are either voluntary or incomplete. For example, while the National Television and Computer Recycling Scheme (NCRS) supports some electronics recycling, it fails to cover full costs, leaving local governments in Western Australia paying up to \$650 per tonne for e-waste not covered by the scheme. Tyre Stewardship Australia does not fund end-of-life recovery for off-the-road (OTR) tyres – despite Western Australia generating 37% of these nationally. Similarly, the high cost and limited infrastructure for mattress recycling, combined with illegal dumping, place a heavy burden on councils.

The cost of packaging recycling is also rising sharply due to federal export bans, with WA local governments now forced to send material interstate for sorting and processing. Without stronger regulatory oversight and mandatory product stewardship, local governments will continue to shoulder disproportionate responsibility for waste, undermining sustainability goals. The City is calling on the Australian Government to mandate stewardship for these priority materials.

## Our ask

We are asking the Federal Government to introduce mandatory, industry-funded product stewardship schemes for priority waste materials to fully cover the end-of-life costs and responsibilities currently carried by local governments.





# Sustainable connected development

## Road infrastructure and safety program

State electorate	Federal electorate	Program cost
All	All	\$52.9 million

### Snapshot

**Safe and accessible transport infrastructure is essential for ensuring our roads, pathways, and cycling networks support all users – pedestrians, bike riders, motorists and public transport users. This program will deliver critical upgrades to improve safety, mobility, and connectivity, reducing congestion and creating liveable, people-friendly streets for our growing community.**

### Background

As the City of Melville continues to grow, the demand for safe, accessible, and well-connected transport networks is increasing. Ageing infrastructure – such as roads, footpaths, and shared paths – often fails to meet modern safety and accessibility standards, creating barriers to efficient movement and limiting connectivity across the City.

We are committed to supporting federal and state road safety strategies, with the goal of reducing fatal and serious injury crashes on our local roads. We adopt a 'safe system' approach in our efforts to combat road trauma and enhance road safety.

The community continues to advocate for improved transport solutions, including integrated public transport options and better connectivity between roads, bicycle lanes, footpaths, and key destinations. Existing issues, such as gaps in footpath networks, missing bike riding links, high-traffic areas lacking safe pedestrian crossings, and heavy traffic congestion on main roads, highlight the urgent need for upgrades.

This program aims to address these challenges by enhancing active transport networks, improving road safety, and strengthening transport connectivity. Planned upgrades include renewing and improving roads and paths, installing safer pedestrian crossings, creating shared paths, and implementing intersection upgrades, traffic calming measures, and improved signage to reduce crash risks and ease congestion.

Collaboration across all levels of government is essential to delivering this program and ensuring a safer, more efficient, and better-connected transport network that meets our community's evolving needs.



### Our ask

**We are seeking \$17.5 million from the Federal Government and \$17.5 million from the State Government to deliver this program over four years.**

# Stock Road and Leach Highway interchange

## Snapshot

Main Roads WA is planning a grade-separated interchange at Stock Road and Leach Highway. However, with the anticipated relocation of port operations to Westport, freight traffic is expected to decrease, necessitating a design that aligns with future car needs rather than freight-centric models.

## Background

The intersection of Stock Road and Leach Highway has historically been a critical node for freight movement, connecting Perth's industrial areas with the Fremantle Port. Main Roads WA has proposed a grade-separated interchange to address congestion and improve traffic flow at this junction.

However, the Westport project plans to relocate the majority of container port operations from Fremantle to Kwinana by the 2030s. This shift is expected to significantly reduce heavy vehicle traffic along Leach Highway and Stock Road. Consequently, the freight-centric design of the proposed interchange may not align with the future traffic patterns and urban development of the area.

Moreover, the surrounding communities are evolving, with increasing residential developments and a focus on creating pedestrian-friendly environments. An interchange design that prioritises freight movement may not support these community aspirations and could lead to increased noise, reduced accessibility, and a decline in local amenity.

It's essential to consider a design that balances current needs with future plans, ensuring the infrastructure investment remains relevant and beneficial in the long term.

## Our ask

We are asking the State Government to deliver a road design for the Stock Road and Leach Highway interchange that addresses traffic congestion while aligning with the long-term vision for the area and the evolving needs of the community.



# Mid-tier transport along South Street

## Snapshot

Introducing mid-tier public transport along South Street will enhance east-west connectivity, reduce congestion, and support sustainable urban growth. Options like light rail, bus rapid transit (BRT), or trackless trams can efficiently link key hubs, improving mobility and fostering economic development in the region.

## Background

South Street serves as a vital east-west corridor in Perth's southern suburbs, connecting major destinations such as Murdoch University, Fiona Stanley Hospital and the Murdoch Activity Centre. Despite its significance, the corridor experiences increasing traffic congestion, impacting commute times and accessibility.

Mid-tier transport solutions – such as light rail, BRT or trackless trams – offer a balanced approach between traditional buses and heavy rail. These systems provide high-capacity, reliable services with the flexibility to integrate into existing urban landscapes. Implementing such a system along South Street would alleviate pressure on the current road network, enhance public transport options, and support the area's anticipated population growth.

The 2022 State Infrastructure Strategy emphasises the importance of exploring mid-tier transit opportunities to address urban mobility challenges. Furthermore, a consortium of 15 local governments has identified South Street as a priority corridor for mid-tier transport development, highlighting its potential to improve regional connectivity and stimulate economic activity.

Investing in mid-tier transport along South Street aligns with broader objectives to create a more sustainable, accessible, and efficient transportation network for Perth's growing population.

## Our ask

We are asking the State Government to prioritise the planning and implementation of mid-tier public transport along South Street, enhancing connectivity, reducing congestion, and supporting sustainable urban development in Perth's southern suburbs.



# Murdoch Health and Knowledge Precinct

## Snapshot

The Murdoch Health and Knowledge Precinct is emerging as one of the most strategically important centres of activity outside the Perth CBD. Its continued growth in health, education, residential, and commercial sectors presents a unique opportunity for transformation – requiring coordinated planning, strong leadership, and targeted investment to ensure the precinct reaches its full potential.

## Background

As development accelerates, the Murdoch Precinct is quickly evolving into a dynamic and complex urban centre. This growth is placing increasing demands on local infrastructure – particularly the transport network, pedestrian connections, and parking availability.

While the precinct was originally designed to support integrated land use, activated public spaces, and multi-modal access, the pace and nature of development to date have led to an imbalance. Car-centric design has often taken precedence and supporting infrastructure for public and active transport has not kept pace. Connectivity across the precinct, including footpaths, crossings, and cycle links, remains limited.

The impact of this growing pressure extends beyond the precinct itself. Our nearby operations centre is also facing operational challenges due to rising traffic volumes and constrained access routes.

Despite these challenges, the Murdoch precinct presents an opportunity to become a leading hub for innovation, healthcare, education, and residential living in the southern corridor. Realising this potential will require working with the State Government to refine governance arrangements, clarify the long-term vision, and support strategic investment in infrastructure and place development.

## Our ask

We are asking the State Government to work in partnership with us to deliver the long-term vision for the Murdoch Health and Knowledge Precinct and to prioritise integrated transport and access solutions – addressing congestion and improving pedestrian and active transport connections across the precinct.



# Precinct structure plans – Murdoch and Bull Creek

## Snapshot

**Murdoch and Bull Creek Precincts lack cohesive integration with surrounding areas, leading to car dependency and limited pedestrian access. Comprehensive precinct structure plans are essential to guide sustainable development, improve connectivity, and ensure coordinated infrastructure investment that aligns with community and state priorities.**

## Background

Murdoch and Bull Creek train stations serve as critical nodes within Perth's southern transport network. However, their current configurations lack connection to adjacent residential and commercial zones, fostering car dependency and compromising pedestrian safety and accessibility. The Murdoch Health and Knowledge Precinct is undergoing significant development, and this growth intensifies the demand for integrated transport solutions and coordinated urban planning.

While individual projects have introduced some transport-related initiatives, there is a notable absence of a coordinated precinct structure plan that addresses the collective needs of the Murdoch and Bull Creek areas. A coordinated approach is needed to optimise land use, improve connectivity and support sustainable urban growth.

The economic and infrastructure challenges associated with enabling appropriate levels of development around suburban rail stations are well known and require joint action from state and local governments.

Comprehensive, integrated precinct structure plans, coordinated by state and local governments, is essential to address these challenges and guide sustainable, future-focused development that aligns with community aspirations.

## Our ask

We are asking the State Government to support the preparation of comprehensive precinct structure plans for Bull Creek and Murdoch stations through relevant agency resources and infrastructure planning.



# Bus interchange project at Canning Bridge

## Snapshot

The Canning Bridge Bus Interchange project will ease congestion on Canning Highway by relocating bus operations off the road to improve traffic flow over the Kwinana Freeway and rail corridor. The upgrade will enhance public transport efficiency, reduce delays for all commuters, and create safer, more reliable connections across the corridor.

## Background

Canning Highway serves as a vital arterial route connecting Perth's southern suburbs to the central business district. The section over the Kwinana Freeway and rail corridor experiences significant congestion, particularly during peak hours, affecting both private vehicles and public transport services.

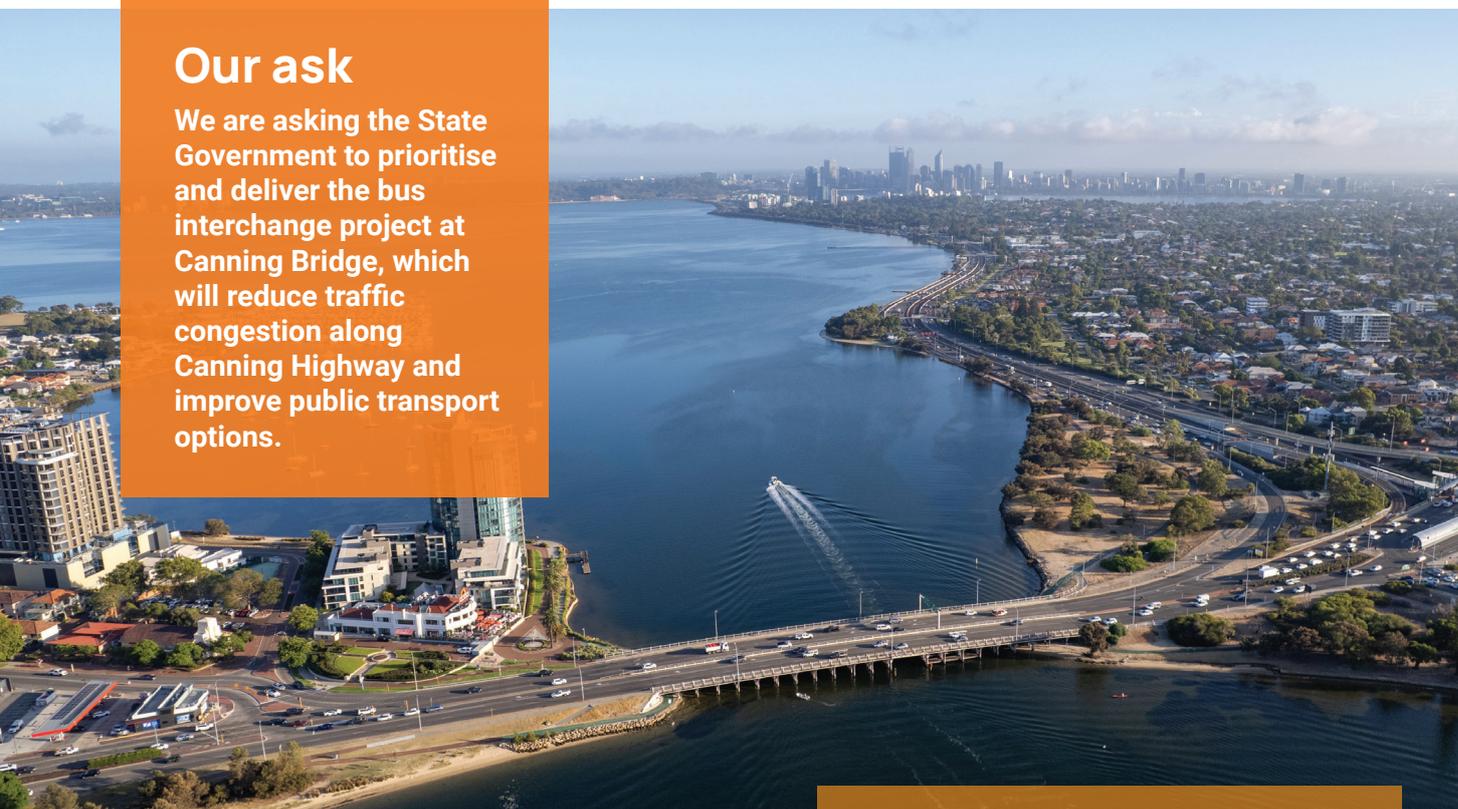
The proposed Canning Bridge Bus Interchange project involves relocating the existing bus interchange from Canning Highway to an elevated platform above the freeway and train station. This strategic move is designed to separate bus movements from general traffic, thereby reducing delays and improving safety for commuters. The new facility will feature twelve active bus stands and eight layover bays, accommodating current and future passenger demands.

In addition to enhancing bus operations, the project includes the construction of a new southern principal shared path (PSP) between Davilak Street, Canning Bridge Station, and the eastern PSP, promoting active transport options. These improvements align with broader objectives to support sustainable transport and reduce reliance on private vehicles.

We urge the State Government to prioritise the delivery of the Canning Bridge Bus Interchange project, recognising its potential to alleviate congestion, improve traffic flow, and enhance the overall efficiency of the region's transport network.

## Our ask

We are asking the State Government to prioritise and deliver the bus interchange project at Canning Bridge, which will reduce traffic congestion along Canning Highway and improve public transport options.



# AM peak bus lane on Canning Highway

## Snapshot

An AM peak bus lane on Canning Highway will reduce congestion, improve travel times, and make commuting safer. It will remove delays caused by vehicles stopping behind buses during passenger pickups and allow for safer, more efficient traffic flow. Outside peak hours, the lane can be used for general traffic.

## Background

Canning Highway is a critical transport corridor linking Perth's southern suburbs to the CBD. It carries some of the highest traffic volumes in the region, with up to 70,000 vehicles crossing Canning Bridge daily. Congestion during the morning peak significantly affects commuters and public transport users.

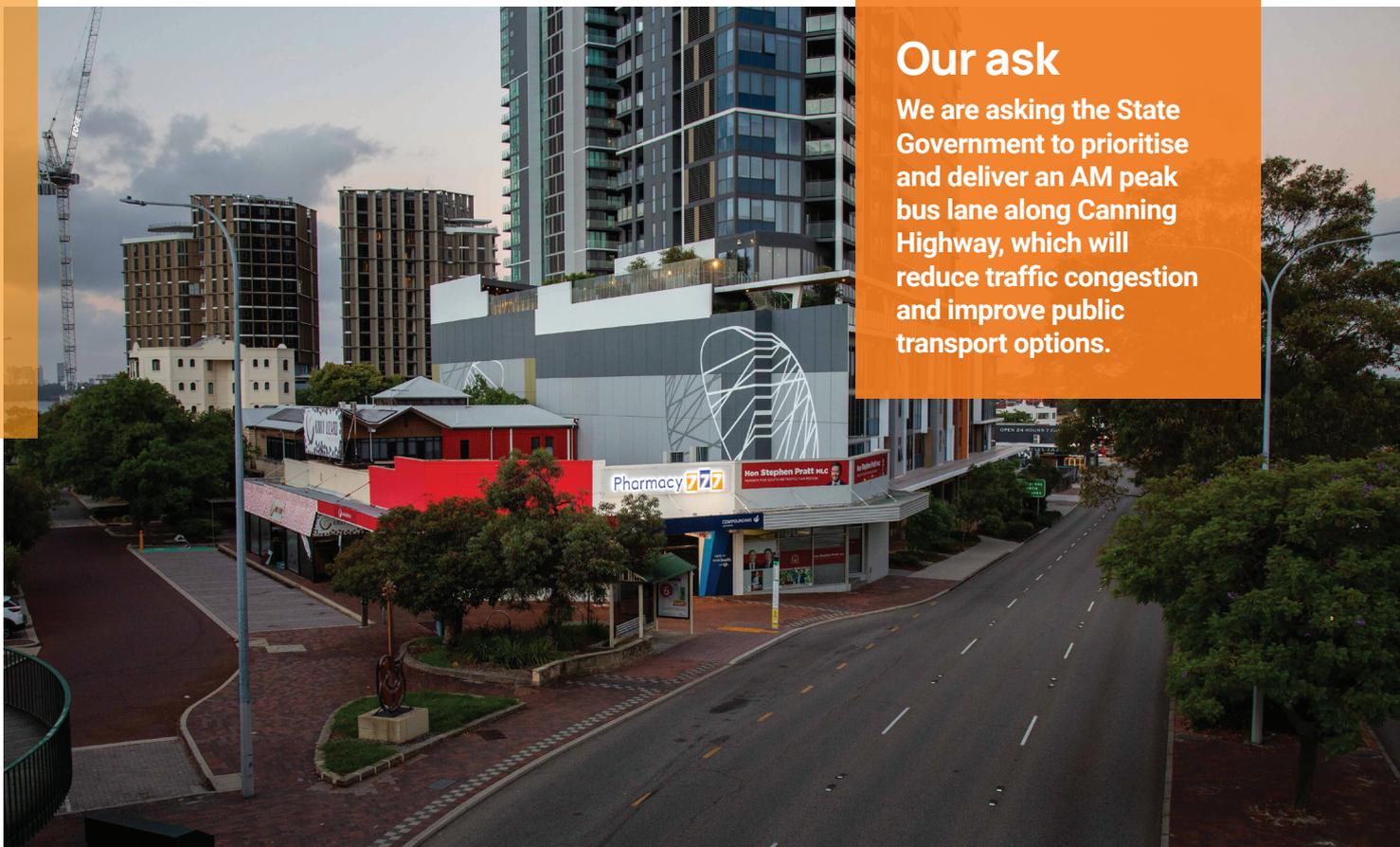
Buses must currently stop in the traffic lane to pick up and set down passengers. This forces following vehicles to also stop, causing a ripple effect of delays. Frustrated commuters often change lanes abruptly, leading to erratic driving behaviour, increased safety risks, and further congestion.

Public transport use along Canning Highway is already strong, with approximately 1,300 daily bus boardings near the Canning Bridge precinct. However, the absence of a dedicated bus lane means buses are slowed by general traffic, making services less reliable and less attractive to commuters.

Introducing an AM peak bus lane would separate buses from general traffic during the busiest hours, reducing travel times for both bus users and commuters. It would improve public transport reliability, encourage a shift towards public transport use, and significantly enhance safety and efficiency along the corridor.

## Our ask

We are asking the State Government to prioritise and deliver an AM peak bus lane along Canning Highway, which will reduce traffic congestion and improve public transport options.



# Traffic signals installed at Rome and Hislop Road intersections on Canning Highway

## Snapshot

The intersections of Canning Highway with Rome and Hislop roads have been identified as significant road safety concerns, with crashes continuing to occur at these locations. Ranked second in the RAC's 2024 Risky Roads survey, these 'dog-leg' junctions have been linked to numerous crashes and near-misses, highlighting urgent safety concerns.

## Background

The intersections of Canning Highway at Rome Road and Hislop Road, often referred to as the 'dog-leg' junctions, have long been identified as safety hazards. In the RAC's 2024 Risky Roads survey, these intersections were ranked as the second most dangerous in Perth, with respondents citing confusing layouts and limited opportunities to safely turn or cross traffic.

Over the past five years, these intersections have been the site of numerous accidents, including a serious incident where a child was struck by a vehicle near the Canning Highway and Rome Road intersection. While a pedestrian crossing was designed and funded near these intersections to improve pedestrian safety, community concerns remain high.

Despite the intersections' high-risk status, Main Roads WA has not prioritised them for safety upgrades under its road safety management framework.

Local businesses and residents continue to report daily close calls, emphasising the urgent need for action. The City of Melville is committed to collaborating with Main Roads WA to secure funding and implement safety improvements at these critical intersections.

## Our ask

We are asking the State Government, through Main Roads WA, to prioritise the installation of traffic signals at the Canning Highway intersections of Rome and Hislop roads to enhance safety for all road users.



# Alternate solution to the duck and dive concept on Canning Highway

## Snapshot

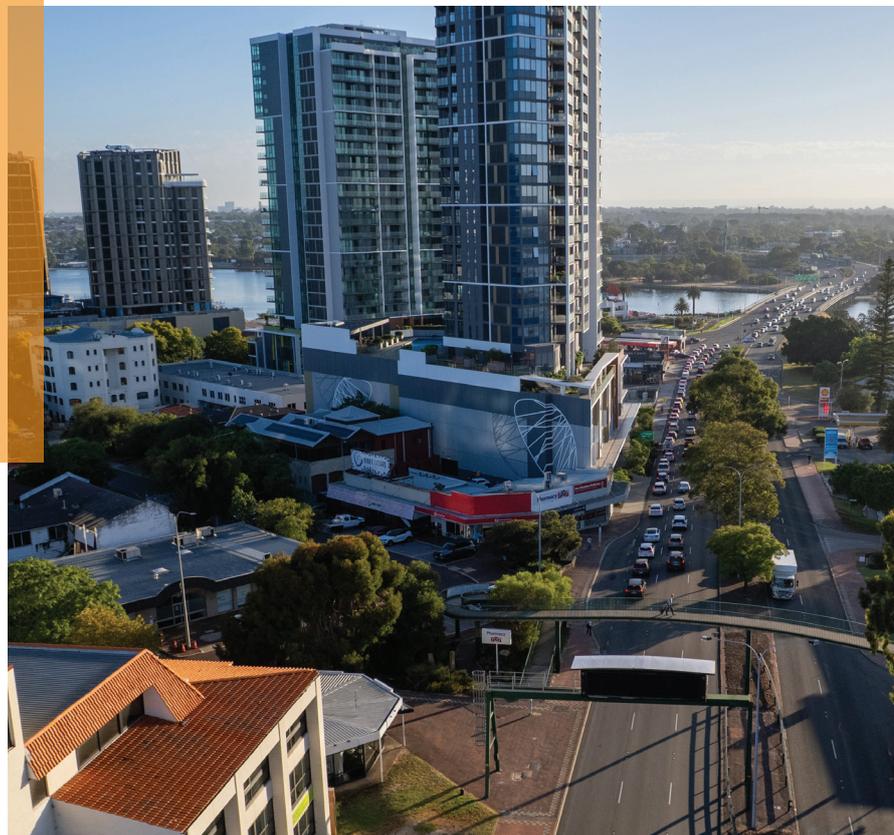
Main Roads WA's proposed 'duck and dive' concept on Canning Highway aims to tunnel regional traffic under key intersections between Riseley Street and Canning Bridge. While intended to alleviate congestion, the proposal has raised concerns regarding its potential adverse effects on local communities, businesses and the environment.

## Background

Main Roads WA has proposed the 'duck and dive' road design along a 4-kilometre stretch of Canning Highway between Riseley Street and Canning Bridge. The proposal would divert regional traffic into underground trenches at key intersections, creating eight lanes of traffic, four below ground and four at grade level.

There are concerns over the proposal's adverse effects on local communities, including reduced connectivity, disruption to businesses, environmental harm, and increased pollution. In response, the City commissioned consultants to assess the social, environmental and economic impacts of the proposal. Key findings indicate that both the construction and operation of the duck and dive would significantly impact local residents, businesses and community groups.

We are seeking alternative solutions to the proposal, based on ensuring the best outcomes for both local and regional traffic while maintaining community amenity and business vitality. The City has proposed an alternative 'top-down' tunnel solution, which was initially reviewed and deemed unviable by Main Roads WA in 2021, but a revised assessment is ongoing.



## Our ask

We are asking the State Government to consider alternative solutions to the duck and dive concept on Canning Highway that consider social, environmental, and economic impacts while effectively reducing traffic congestion.

# Dedicated right hand signals at the Petra and Ardross Street intersections on Canning Highway

## Snapshot

The intersections at Petra Street in Palmyra and Ardross Street in Applecross lack dedicated right-turn signals onto Canning Highway, leading to congestion and heightened crash risk. Installing right-turn arrows will improve safety, reduce delays for right turn movements, and better manage traffic at two key access points along this busy arterial route.

## Background

Canning Highway is a major arterial road in Perth's southern suburbs and carries more than 19,000 vehicles per weekday in the vicinity of the Petra Street intersection. Despite this, there is no dedicated right-turn signal for vehicles turning right from Petra Street onto Canning Highway.

This creates significant congestion during peak periods, and forces drivers to take risks when turning into fast-moving traffic. From 2020 to 2024, there were 32 crashes recorded at the Petra Street intersection, demonstrating the safety risk that the current configuration poses to motorists and other road users.

At the Ardross Street intersection in Mount Pleasant, similar concerns exist regarding the lack of a dedicated right-turn signal onto Canning Highway. From 2020 to 2024 there were 19 crashes.

Introducing right-turn signals at both intersections would improve road safety and potentially support smoother traffic flow across the broader Canning Highway corridor.

## Our ask

We are asking the State Government to install of dedicated right-turn signals for vehicles turning onto Canning Highway from Petra Street in Bicton and Ardross Street in Mount Pleasant, to improve safety and reduce congestion at these key access points.



# Removal of bonus height provisions from the Canning Bridge Activity Centre Plan

## Snapshot

**Bonus height provisions in the Canning Bridge Activity Centre have raised concerns over unclear community benefits and disproportionate outcomes. To address this, a clear strategy is needed to ensure any additional development height is matched by proportional community benefits that meet the needs of the growing area.**

## Background

The Canning Bridge Activity Centre Plan (CBACP) guides development in the Canning Bridge precinct, spanning areas within the cities of Melville and South Perth. It includes provisions allowing developments in the M10 and M15 zones to exceed standard height limits if they demonstrate exemplary design and provide community benefits.

However, significant concerns have emerged regarding the transparency, accountability, and proportionality of these bonus height provisions. In April 2023, the City of Melville Council resolved to recommend their removal from the CBACP, as these provisions have contributed to community dissatisfaction and eroded trust in the planning process.

Should the Western Australian Planning Commission (WAPC) choose to retain bonus height provisions, it is critical that a clear and robust community benefit strategy is implemented. This strategy must establish a defined and transparent 'exchange rate' between additional height and community benefit, ensuring that any uplift in development potential delivers meaningful and proportional outcomes aligned with the needs of the growing Canning Bridge community.

A financial framework that links the value of community benefits directly to the additional floorspace granted is critical, ensuring that public benefit appropriately reflects the increased developer gain.



## Our ask

We are asking the State Government, through the WAPC, to remove bonus height provisions from the Canning Bridge Activity Centre Plan. If retained, these provisions must require developers to deliver substantial, clearly defined community benefits that are proportionate to the additional floorspace granted.



# Vibrant and Prosperous

## Cultural tourism experiences

### Snapshot

A cultural tourism experience at significant Aboriginal sites in the City of Melville will promote understanding and respect for Aboriginal heritage. By collaborating with Aboriginal communities and Tourism WA, the initiative will enhance visitor interpretation, attract more tourists, and drive local economic growth.

### Background

The City of Melville is home to significant Aboriginal heritage sites that are rich in cultural and historical value. Key projects like the Place Names Melville initiative, Goolugatup Heathcote Lowerlands, Yagan Mia Wireless Hill, and the future Atwell House and library and cultural centre support the preservation and celebration of this heritage.

The Place Names Melville project shares the stories behind Noongar place names, empowering Elders to pass on cultural knowledge and fostering community understanding and reconciliation.

At Goolugatup Heathcote Lowerlands, revitalisation is underway to enhance cultural and environmental values, including a yarning circle and improved access along the foreshore. Yagan Mia Wireless Hill, once used by the Noongar Beeliar people as a lookout and for sending smoke signals, remains a culturally significant public park named after a respected Noongar leader.

Atwell House and Gallery in Alfred Cove provides a creative hub on the Swan River, offering a welcoming space for cultural exchange.

By collaborating with Aboriginal people and communities, the City of Melville and Tourism WA can deliver a unique cultural tourism experience at these significant locations that boosts local visitation, supports economic growth, and aligns with both the State's tourism strategy and the City's Reconciliation Action Plan.

### Our ask

We are asking Tourism WA to collaborate with Aboriginal people in developing a cultural tourism experience and enhancing visitor interpretation of the City of Melville's significant Aboriginal places.



# Grant fund to support startup tourism businesses

## Snapshot

Establishing a dedicated grant fund to support startup tourism businesses will empower entrepreneurs to develop exciting and innovative visitor experiences. This initiative will create new tourism opportunities, support local businesses, and enhance the City's appeal as a vibrant tourist destination.

## Background

Tourism significantly contributes to economic growth, job creation, and community vitality. In the City of Melville, there are many untapped opportunities to develop the City's unique tourism offerings that showcase the area's natural beauty and cultural heritage.

Emerging tourism entrepreneurs often face substantial financial barriers when establishing a new business or tourism product. Costs associated with market research, product development, marketing, and regulatory compliance can be prohibitive, deterring innovation and limiting the diversity of tourism experiences available to visitors.

By establishing a dedicated grant fund, the State Government can provide financial assistance to new tourism operators. This support would enable the development of innovative, high-quality tourism products and services that would attract more visitors and encourage them to do more and spend more. This aligns with Tourism WA's objectives to diversify the State's tourism offerings, foster sustainable economic growth, and enhance community engagement.



## Our ask

We are asking the State Government to establish a dedicated grant fund to support startup tourism businesses and empower entrepreneurs to develop innovative visitor experiences.

# Eco-tourism businesses at City of Melville natural areas

## Snapshot

Attracting certified eco-tourism operators will provide visitors to the City of Melville with opportunities to engage meaningfully with the area's natural assets. These experiences promote environmental education, low-impact recreation and sustainable tourism while supporting local businesses and helping to preserve the areas unique ecological and cultural landscapes.

## Background

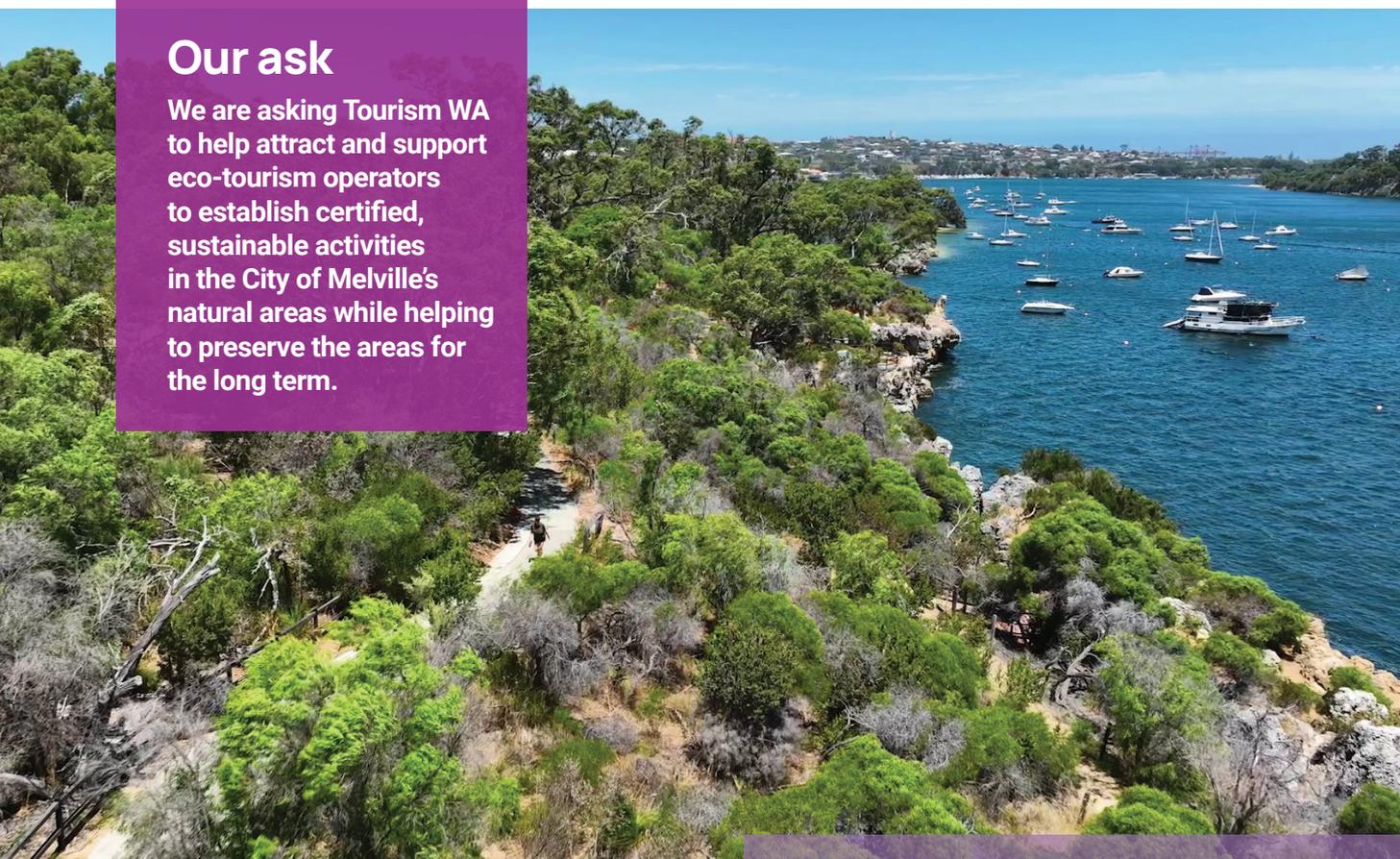
The City of Melville is home to rich and diverse natural environments including the Swan and Canning rivers, Attadale and Alfred Cove foreshore, Point Walter and bushland reserves such as Piney Lakes and Blue Gum Lake. These spaces provide ideal settings for eco-tourism and sustainable tourism activities such as guided bushwalks, kayaking, birdwatching and cultural interpretation.

Eco-tourism operators certified by recognised sustainability programs focus on conservation, education and minimising environmental impact. By attracting these operators, we can offer nature-based experiences that align with both community values and the City's environmental priorities. Attracting eco-tourism operators will have a positive impact on the wider local economy by increasing visitation and supporting other small businesses.

This advocacy aligns with the goals of *Western Australia Visitor Economy Strategy 2033*, which encourages product diversification and nature-based tourism to meet evolving visitor expectations. A partnership between Tourism WA and the City of Melville can help realise this opportunity by supporting eco-tourism activities that balance the needs of the community, visitors and business operators while ensuring the long-term protection of the natural environment.

## Our ask

We are asking Tourism WA to help attract and support eco-tourism operators to establish certified, sustainable activities in the City of Melville's natural areas while helping to preserve the areas for the long term.







 1300 635 845 | 9364 0666

 [melinfo@melville.wa.gov.au](mailto:melinfo@melville.wa.gov.au)

 [melvillecity.com.au](http://melvillecity.com.au)

 10 Almondbury Road, Booragoon WA 6154

This publication is available in alternative formats upon request.



City of  
**Melville**