



City of Melville
Canning Bridge Structure Plan
Report on Submissions

February 2015

Summary

The Canning Bridge Structure Plan was released for public comment on 28th October 2014 and closed on the 12th December 2014. One late response has also been received and is included in this Report.

A total of 49 submissions were received over the public consultation period from general public, government agencies and service authorities via both written and e-transmission.

This report presents a summary of, and responses to, the submissions. In total, the submissions can be considered in the following way:

- 63.2% Support
- 14.3% Neutral
- 8.2% Oppose
- 14.3% Government or service authority

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1. Introduction

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 Canning Bridge Structure Plan (CBSP) 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 CBSP 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 CBSP 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 Structure Plan under the SPP.

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A total of 49 submissions were received over the public consultation period from general public, government agencies and service authorities via both written and e-transmission.

This report presents a summary of, and responses to, the submissions.

1.1 Purpose of this report

To provide a summary of submissions received during the public advertising period described in Section 1 above and to provide recommended changes/amendments proposed (if required) as a result of the submission received.

2. Submissions Received

2.1 Volume of Submissions

A total of 49 submissions were received over the public consultation period from general public, government agencies and service authorities via both written and e-transmission.

2.2 Location

7 submissions were received from State Government agencies or service authorities. Of the remaining 42 submissions, 4 were received from respondents within the City of South Perth and the remaining 38 were received from respondents within the City of Melville. Both administrations have reviewed submission databases and confirm that this is accurate.

2.3 Submission Character

This report considers the general intent of each submission. Submissions that used the terms 'support', 'commend' or were otherwise generally suggesting that that elements of the CBSP would be positive for the area are reported here as 'supportive'.

Submissions that used the terms 'object' (strongly or otherwise), 'oppose' or were otherwise generally suggesting that elements of the CBSP would have a negative impact on the amenity of the area are reported here as 'opposed'.

All submissions from State Government Agencies or service authorities are identified separately. None of these submissions inferred support or opposition; these submissions were technical in nature.

Submissions that have been considered Neutral fall into one of the following categories:

1. Used the terms 'object', 'oppose' for some elements and 'support' or 'commended' for others.
2. Did not explicitly state support for the CBSP but had a tone of support, i.e. suggested additional elements that could be considered for the CBSP, or suggested ways of achieving certain outcomes.
3. Made comments about the existing issues in Canning Bridge, such as the need to improve bicycle facilities at the train station, but did not say that the CBSP responded or did not respond to the issue.

Figure 1 reflects the overall outcomes of this analysis graphically.

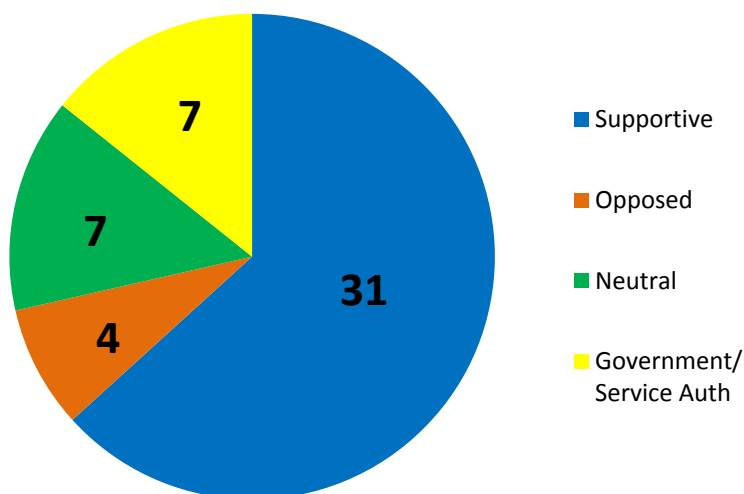


Figure 1 Submission Character

2.4 Submission Summary

Table 1 represents a summary of issues and concerns from all individual public comments received during the public comment period. The comments have been summarised as either 'support', 'suggestions', 'opposed' or 'concerns'.

Table 1 Submission Summary

Support	#
Strongly support	10
The sooner the better	5
Support	19
Propose to develop soon	2
Suggestions	#
Allow increased development (above advertised) on the west side of Forbes Road	4
Improve cycling paths and facilities	1
Consider disabled access and disabled parking	1
Allow increased development (above advertised) on Lockhart Street	1
Tunnel Canning Highway from the bridge to past Sleat Road	1
Upgrade Canning Bridge sooner	1
Reduce landscaping requirement	2
Reduce requirement to 5 star (Green Star) for bonuses	3
Reduce bicycle parking requirement	1
State specifically visitor parking and reciprocal parking requirements	1
Modify store room requirement	1
Allow increased development (above advertised) in Fourth Avenue	1
Allow for increased parking provision	1
Reduce minimum site area requirements	3
Set up design advisory committee as soon as possible	2
Allow increased development (above advertised) in View Road	1
Provide a permanent location for local fresh produce markets	1
Allow increased development (above advertised) in Canning Beach Road	1
Allow for transference of development rights between lots	1
Suggest mixed use development in Q6 immediately	1

Suggest additional uses in residential zones	1
Properties on edge of Structure Plan Area now want to be included	3
Developer contribution scheme to be prepared (provision 6.2)	3
Heights should be increased from 15 – 20 storeys on site corner of Kishorn and Moreau Mews as a landmark building. (Provision 3.2)	1
Opposed	#
Community is being ignored	1
Oppose	3
Reduce height of properties bounded by Wooltana, Robert and Lockhart Street	2
Reduce height on Tweedale	1
Concerns	#
Is there time to continue with my current plans for development?	1
Overshadowing and privacy	1
Ambivalent/not sure about development	1
Quarter naming suggestion	1
Traffic Increase	2
Loss of views	3
Retain green spaces	1

3. Key Matters for Consideration

In total there were very few issues which could be identified as 'significant' matters due to the small number of responses received on each such matter. However, a number of submissions generally referred to matters that could be considered to have a similar theme. These are considered in this section.

3.1 Implement the CBSP soon

A small number of submissions raised either strong support for implementing the CBSP as soon as possible, or stated concern that the implementation of the CBSP would take too long. These comments are noted, and it is recognised that a number of actions are occurring in conjunction with the development of the CBSP to enable development to occur in line with the structure plan as soon as practical beyond its endorsement by the local Councils, should this occur.

No changes to the final CBSP are recommended.

3.2 Increase or decrease development allowances

11 submissions suggested that the proposed development allowances in the CBSP should be increased (height, scale etc.) in various quarters throughout the structure plan. These submissions included those that requested a reduction in the minimum site area provisions which limit height in certain locations based on the site area.

In addition, and converse to the above suggestions, 3 submissions requested the reduction in the proposed development allowances (in the Robert Street area).

Given that in each of these subject locations there was not an overwhelming (total) support for the proposed increase there is limited justification to simply change the final CBSP in response. It is considered at this time that such a change to the CBSP would require a significant process of re-engagement with the affected areas. This re-engagement would significantly delay the overall CBSP progress. *For this reason, it is not recommended that the CBSP be amended to increase development allowances.*

Notwithstanding this recommendation, it is acknowledged that some of the proposals have merit, and in the case of Forbes Road, has several supportive landowners. An opportunity may exist in the future to suggest an amendment to the endorsed structure plan where general community appetite for this and other variations that would require further advertising can be explored

It is also important to acknowledge the concerns of the community in these public submissions and it is recognised that some community members still harbour great concern over the development proposed. However, similarly to the discussion relating to an increase in development allowances there was not an overwhelming objection to the development allowances in the Robert Street area, or any other areas, that would justify an amendment.

The reasons behind allowing Robert Street to have taller residential development at the southern end are still relevant. The area is an interface to the Mixed Use area nearer the train station and has excellent access to the transport interchange for public transport. The minimum lot sizes and side setback requirements for taller elements in this zone will ensure that the taller buildings behind have some view corridors, and views along Woollana Street also remain. The existing zoning allows for substantial building bulk in this area under the Residential Design Codes, without significant retention of view corridors to side boundaries, and could in fact be a greater impact to views for those properties behind Robert Street.

As the general principles of the proposed development allowances in this area remain valid it is not recommended that the CBSP be amended to decrease development allowances.

3.3 Various requests to modify development requirements

A number of submissions requested modifications to the provisions of the design guidelines; generally to reduce the onerous nature of some provisions on developers. These are all discussed in this section:

3.3.1 Reduce the minimum lot size requirement (Element 2)

It is suggested that the highly fragmented ownership makes it difficult to develop lots to their maximum height allowable, based on the prescriptive minimum lot sizes. Submissions also suggest that reducing the minimum lots sizes will ensure optimal vertical development in the area and that a maximum of 6 storeys is not feasible to develop.

The establishment of the minimum lot size provision was intentional, with the express purpose of encouraging small and medium size lot owners to seek amalgamation with neighbouring lots to achieve maximum heights. This will result in lot sizes that enable a far better design outcome and would then suit the maximum height and building bulk suggested. In the M10 and M15 zones, this would see a far more aesthetic style of tower development with towers being able to achieve more generous floor spaces and balconies.

Testing of building bulk was undertaken to consider the minimum lots sizes and, whilst it is recognised that this may delay some development, it is considered that the sensitive and design led development being sought for the CBSP area will be best achieved by encouraging more functional lot sizes (as well as other design requirements).

It is not recommended that any amendments to the proposed minimum lots sizes be made in the final CBSP.

3.3.2 Reduce side setbacks (Element 5)

Minimum side setbacks of 5m per lot (i.e. 10m at the boundary of two lots) have been queried through submissions, given that towers only require a maximum of 8m separation. It is suggested that this may reduce development capability on narrower lots.

Given that an 8m setback, tower to tower, is allowable, and that 8m is a reasonable setback between developments, *it is recommended that this provision be relaxed/amended in the final CBSP.*

3.3.3 Relaxation of podium height (Element 3/variation to podium height Element 8)

Submissions have requested that podium heights on smaller lots for the M10 and M15 zones be relaxed, especially where the development is not achieving its total allowable height for various reasons. It is suggested that this will create better proportions.

Variation of form along a streetscape is desirable, and this suggested change could potentially create interest in streetscapes. *It is recommended that this provision be relaxed/amended in the final CBSP, although the extent of the requested variation be reduced to 7 metres.*

3.3.4 Relaxation of minimum landscaping requirement (Element 10)

The CBSP includes a requirement to achieve a ratio of 1:1, or 100%, or the site area to be landscaped, where landscaping can include features both green/vegetated and hard (i.e. seating and communal spaces). Submissions also suggest that the calculations only include balconies where less than 12m²; this is not the case but further clarity in the provision is obviously required. Submissions have suggested that the 100% requirement is onerous and may simply result in a number of sub-standard spaces. Vertical walls being included in the calculation is also not well understood and will need to be clearly articulated in the Interpretations of the CBSP.

Whilst it is the intention of the CBSP to create vertical, urban public spaces and plazas given the physical constraints of the area, it is acknowledged that 100% is a significant target to achieve. Examples of similar

ratios are rare. For this reason *it is recommended that this provision be relaxed/amended in the final CBSP to 75%. It is further recommended that the Interpretation be improved to clearly articulate vertical gardens and the allowance for rooftop gardens to be urban communal spaces and not necessarily vegetated spaces.*

Notwithstanding, this is a target to aspire to, and will be included in the Bonus Provisions of Element 22.

3.3.5 Relaxation sustainability requirement (Element 11 and 21)

The CBSP includes a requirement to achieve a minimum of 5 Stars under the Green Building Council of Australia Green Star rating system. It further enables bonus development to be sought where the building can achieve 6 Stars. A number of submissions queried this requirement, generally commenting that 6 Star development is still extremely rare in Australia and even 5 Star is rare. Submissions suggested utilising better rating tools which will provide flexibility in the approach, where these tools enable a developer to improve on some of the more intractable provisions of the Green Star rating system (particularly for residential development) that would not actually achieve a 'better' outcome.

The CBSP has intentionally set the bar high. Sustainability in the precinct is measured both for individual development and on innovation in sustainable energy and water initiatives. Upholding the principle of pursuing global best practice is critical to achieve change.

In recognition that the Green Star tool may, in fact, have some provisions which have a counter-productive outcome from a sustainability perspective, *it is not recommended that any amendments to the proposal to relax the various star rating levels in the final CBSP, however, it is recommended that the provision allow for the application of an equivalent or improved rating system.*

This ensures the principles can be upheld, whilst enabling the best possible outcomes to be achieved. Qualified professionals will be expected to provide statements to the effect, where an alternative rating system is being proposed.

3.3.6 Relaxation of parking requirements (Element 18)

The CBSP has placed a significant restriction on the provision of car parking, providing both a minimum and maximum requirement. Submissions suggest that the maximum requirement may result in apartments entirely without car bays and that this is not achievable in the current development environment. Submissions have suggested a maximum of 2 bays per dwelling.

The CBSP has intentionally set the bar high (or low in this case) to encourage increased public transport use and also to encourage residents to make better use of their local neighbourhood. This will have a flow on effect to the neighbourhood commercial and entertainment sector and see the development of the CBSP area as a vibrant hub sooner. 2 bays per unit is thus considered excessive where public transport is so freely available.

A minor increase in the number of bays allowed is recommended as an alternative, although wording of other provisions for shared parking and reciprocal parking will be carefully considered so as not to enable increased private parking covertly. Visitors parking has not been specified in the CBSP. This element is also recommended to be reviewed in the final CBSP to further ensure that additional bays are not developed as additional permanent residents parking.

It is therefore recommended that this provision be relaxed/amended in the final CBSP to allow a minimum and maximum number of bays per dwelling size, where the maximum number of bays is still 1 bay per single bedroom dwellings, 1.5 bays for 2/3 bedroom dwellings and 2 bays for 4 bedroom dwellings or greater.

3.3.7 Relaxation of bicycle parking requirements (Element 18)

The CBSP has placed a significant requirement on the provision of bicycle storage/parking, providing a minimum which is one bay per 100m² of commercial area and one bay per dwelling (Element 18). Submissions suggest that this requirement is excessive and have suggested several alternative measurements

The CBSP has intentionally set the bar high to encourage non-private vehicle trips from the CBSP area. Whilst the CBSP does not specify that all bike stores need to be in basement parking areas (and it is therefore possible to have storage areas on each floor or within each dwelling), it is considered that store rooms may potentially provide for this function. This would not affect the in-principle desire for encouraging bicycle use, provided that the provisions clearly articulate the requirement and that appropriate storage is provided.

It is recommended that this provision be amended in the final CBSP.

3.3.8 Transference of development rights

1 submission recommended that development rights from one site should be allowed to be transferred to another site. Whilst this may see some interesting variations, it is not clear how the Local Government's or the community would be served by such a suggestion or indeed how this would work in practice. This type of provision has often been included where a significant heritage factor reduces general development allowances. As this is not the case, and there are no other contributing factors that would hinder development on almost all sites within the CBSP area, *it is not recommended that the CBSP be amended to allow for such a provision.*

3.3.9 Main Roads WA Widening and Development Bonuses

Submissions requested that the development bonuses allowed for relinquishing land along the property boundary to Canning Highway where widening is required be over and above other bonus considerations. However, there is little consistency across the precinct as to what land is required, where, and how this differs from what is already reserved for the widening. It is foreshadowed in the CBSP that bonuses should be proportional to the community benefit being proposed. This will be assessed by the Design Advisory Committee for all applications on their merit.

Further, there is some concern that the application of the minimum lot size calculations on sites that will relinquish land for widening will negatively impact a number of lots along Canning Highway. It needs to be clearly stated that the land being relinquished can be used for minimum lots size calculations, i.e. will be a credit in terms of development allowance.

It is not recommended that the widening of Canning Highway be specifically singled out for an additional development bonus, as the Design Advisory Committee can consider both the quantum and proportionality during the assessment phase. However, further clarity on size area calculation for lots on Canning Highway or other roads that may require widening, will be made to the final CBSP.

3.4 Amenity and General Concerns with the CBSP

It is also important to acknowledge the concern of the community in these public submissions and it is recognised that some community members still harbour great concern over the development proposed.

In particular, overshadowing and privacy have been identified in one submission, with that respondent requesting that lots which do not redevelop should have their privacy and overshadowing rights protected (Element 5).

The CBSP area is envisaged in the future as a highly urbanised area. Typical provisions in suburban areas are not appropriate in such an environment, and are generally not provided for in other highly urbanised environments. Notwithstanding, setbacks required for all buildings provide some protection from the privacy aspect and bonuses are provided for those developers that further consider elements of solar access and overshadowing. Whilst these concerns are not trivialised, the CBSP looks to a future vision of the area rather than the existing environment.

Provisions of privacy and solar access and overshadowing relates to the development potential of all sites being recognised. If that development potential is not realised until a later date the development potential of

another lot should not be restricted. This gives undue benefit to those who do not develop and could lead to inequity.

For these reasons, *it is not recommended that any amendments be made in the final CBSP.*

3.4.1 Developer Contributions

Several submissions noted the absence of a developer contribution scheme and plan for the CBSP area. This is also noted in the CBSP. It is still a recommendation of the CBSP that such a scheme/plan or other mechanism for an equitable distribution of community infrastructure costs be developed, and the appropriate consultation methodology will be undertaken as this is developed. *No changes to the final CBSP are recommended.*

4. General Submission Responses

A number of general matters were raised throughout the advertising process. These are considered in Table 2. Where the matter is discussed in more detail in Section 3, it has been cross-referenced in this Table. Matters which have been raised by Government bodies and service authorities have also been included in this Table 2.

Table 2 General Submission Responses

Submission Matter	#	Response	Changes
Strongly support	10	Noted	No changes recommended
The sooner the better	5	Noted	No changes recommended
Support	19	Noted	No changes recommended
Propose to develop soon	2	Noted	No changes recommended
Allow increased development (above advertised) on the west side of Forbes Road	4	See Section 3.2	See Section 3.2
Improve cycling paths and facilities	1	Noted. It is stated in Part 2 of the CBSP that cycling and pedestrian facilities need to be improved in the CBSP. This will continue to be part of the ongoing implementation of the area, when capital works projects are undertaken by both developers and the Local Government.	Table 10 of Part 2 of the CBSP to be amended to provide more clarity on this matter as important.
Consider disabled access and disabled parking	1	Noted. Nothing in the CBSP removes obligations for developers to achieve universal access requirements of other legislation. However, the CBSP could be more direct in its requirement for Developers and the Local Authorities to consider this matter.	Update the CBSP to more specifically refer to universal access and disabled access and parking.
Allow increased development (above advertised) on Lockhart Street	1	See Section 3.2	See Section 3.2
Tunnel Canning Highway from the bridge to past Sleat Road	1	Noted. Main Roads WA (MRWA) is undertaking a substantial investigation of all options for Canning Highway at this time (see Part 2, 8.1.3 of the CBSP).	No changes recommended

Upgrade Canning Bridge sooner	1	Noted. The need to upgrade Canning Bridge is acknowledged. Further detailed investigation of timing will be undertaken by MRWA and ongoing engagement between MRWA and the Local Authorities will need to occur to ensure this upgrade occurs in a timely manner.	No changes recommended
Reduce landscaping requirement	2	See Section 3.3.4	See Section 3.3.4
Reduce requirement to 5 star (Green Star) for bonuses	3	See Section 3.3.5	See Section 3.3.5
Reduce bicycle parking requirement	1	See Section 3.3.7	See Section 3.3.7
State specifically visitor parking and reciprocal parking requirements	1	See Section 3.3.6	See Section 3.3.6
Modify store room requirement	1	The ability to locate stores either in basements or adjacent/within an apartment is recognised as deserving of some flexibility. The CBSP should be amended to reflect a more flexible approach, noting that a storage component will still be required. This also ties into the provision of Bicycle storage.	Amend the CBSP to allow for flexibility. Cross reference with bicycle storage requirements.
Allow increased development (above advertised) in Fourth Avenue	1	See Section 3.2	See Section 3.2
Allow for increased parking provision	1	See Section 3.3.6	See Section 3.3.6
Reduce minimum site area requirements	3	See Section 3.3.1	See Section 3.3.1
Set up design advisory committee as soon as possible	2	Noted. The Design Advisory Committee (DAC) is required to be formed as soon as practical. To place greater importance on this matter it is suggested that this be further clarified in the CBSP.	Amendments to Section 8.2 and 8.5 of Part 2 of the CBSP
Allow increased development	1	See Section 3.2	See Section 3.2

(above advertised) in View Road			
Provide a permanent location for local fresh produce markets	1	Noted. The CBSP suggests this as an option and does not expressly preclude any location. There are several locations where this may be suitable and ongoing engagement with the Local Authorities to develop such an event is encouraged.	Amend G2 on page 7 of Part 1 of the CBSP to clarify what type of markets.
Allow increased development (above advertised) in Canning Beach Road	1	See Section 3.2	See Section 3.2
Allow for transference of development rights between lots	1	See Section 3.3.8	See Section 3.3.8
Suggest mixed use development in Q6 immediately	1	It is considered that there is enough market interest in the initial stages to not warrant a waterfront mixed use development that would detract from the other areas. However, development of the land with some small tenancies and landscaping between the bus station and the River as a short term priority is advantageous. Ongoing engagement between the State and Local Authorities to develop the area is encouraged.	No changes recommended
Suggest additional uses in residential zones	1	All uses identified in the CBSP are preferred uses. All other uses are considered 'uses not listed'. As such, there is an ability to apply for additional uses, but no guarantee that these would be supported. Each application would be considered on its merit.	No changes recommended
Heights should be increased from 15 – 20 storeys on site corner of Kishorn and Moreau Mews as a landmark building.	1	The CBSP allows for Bonus Development in certain circumstances. The provisions of Element 21 and 22 should be applied rather than changes to the CBSP.	No changes recommended
Properties on edge of Structure Plan Area now want to be	3	Given that in each of these subject locations there was not an overwhelming (total) support for the proposed increase there is limited justification to simply change the final CBSP in response. It is	No changes recommended

included		considered at this time that such a change to the CBSP would require a significant process of re-engagement with the affected areas. However, some changes to density coding may be considered through normal scheme amendment and scheme review processes. Submitters are advised to liaise with the relevant Local Authority to determine when submissions relating to scheme reviews should be made.	
Community is being ignored	1	The CBSP is the end result of an ongoing process which commenced in 2004. Whilst some landowners feel that the process has not resulted in a desirable outcome, others have been concerned at the lack of action taken in the area. The result of community engagement is well documented and the process has been extensive and inclusive.	No changes recommended
Oppose	3	Noted.	No changes recommended
Reduce height of properties bounded by Wooltana, Robert and Lockhart Street	2	See Section 3.2	See Section 3.2
Reduce height on Tweedale	1	See Section 3.2	See Section 3.2
Is there time to continue with my current plans for development?	1	The CBSP suggests preferred uses and all other uses are considered 'uses not listed'. As such, there are no excluded uses and each application would be considered on its merit. Development already approved is as-of-right, and plans which have reached conditional subdivisional approval have implied support for that type of development. The CBSP should more clearly refer to existing approvals as being acceptable.	Amend the CBSP to include a provision for existing approvals.
Ambivalent/not sure about development	1	Noted.	No changes recommended
Quarter naming suggestion	1	Noted.	Changes are proposed for the Quarters in line with key natural and man made features of each Quarter. Names will be included in the final CBSP.

Traffic Increase	2	Noted. Traffic is still a key consideration for the CBSP area. The CBSP aims to reduce the localised traffic impacts, acknowledging that regional traffic can only be managed by much larger policy and strategy direction.	No changes recommended
Loss of views	3	See Section 3.2	See Section 3.2
Retain green spaces	1	Noted. The CBSP recognised the lack of existing green space and does not recommend reducing this area. The CBSP requires significant improvement of public spaces, both green and urban.	No changes recommended
Facilitate public transport improvements and interfaces	1	Noted. Ongoing engagement between the State and Local Authorities is encouraged and provisions of the CBSP for property interfaces should be adhered to.	No changes recommended
Reduce demand on service infrastructure	1	Noted. Bonus Provisions encourage this outcome. It is recognised that the precinct is infrastructure challenged and ongoing liaison between the Local Authorities and service authorities should occur, particularly through the preparation of developer contribution schemes/plans or other mechanism for an equitable distribution of community infrastructure costs.	No changes recommended
Is the DAC referral a mandatory requirement	1	The DAC referral is mandatory for all development. The CBSP will further clarify.	Amend the CBSP to clarify the DAC referral requirement
What is the process to be followed if a DAC recommendation is not followed	1	The DAC is an advisory committee and not a decision maker. Ongoing monitoring of the success of the DAC should occur and changes can be made to the CBSP in the future if provisions of the CBSP are not achieving the Desired Outcomes.	No changes recommended
Increase in number of dwellings to 2031 can be achieved with minimal changes to current zoning	1	Noted. However, this does not consider any requirement beyond 2031 which is considered a very short time frame. Long term planning is best practice in this case.	No changes recommended
The zone south of Wooltana was not part of the original area designated for density changes	1	This has been thoroughly reviewed and is not accurate.	No changes recommended
Defined housing diversity targets in addition to affordable housing scheme should be included as a bonus provision	1	Noted. The CBSP is silent on some areas of housing diversity and it is clear requires some amendment both in relation to diversity of unit sizes and interpretations. These amendments are recommended.	Amend the CBSP to reflect submissions

<p>Mode splits in Table one P76 need to be clarified as they seem high.</p>	<p>1</p>	<p>The Mode splits have been derived from a number of State policy documents and national and international best practice and current ABS statistics relating to the existing status quo. Additionally, they are intentionally set at a high standard for the 2030 and 2050 periods, recognising the significant changes that have occurred in the last 30 years, and the defining need to reduce car reliance. The numbers will be reviewed. No changes are anticipated.</p>	<p>Suggest a further review. No changes currently proposed</p>
<p>Planning design concept and land protection for the Canning Highway be complete prior to endorsement</p>	<p>1</p>	<p>Noted. This reflects the current process for endorsement.</p>	<p>No changes recommended</p>

Appendices

Appendix A Submission Register

This report: has been prepared by GHD for City of Melville and may only be used and relied on by City of Melville for the purpose agreed between GHD and the City of Melville as set out in Section 1 of this report. GHD otherwise disclaims responsibility to any person other than City of Melville arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

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		Name	Signature	Name	Signature	Date
1	Rachel Marie			Anna Kelderman		10/02/2015

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