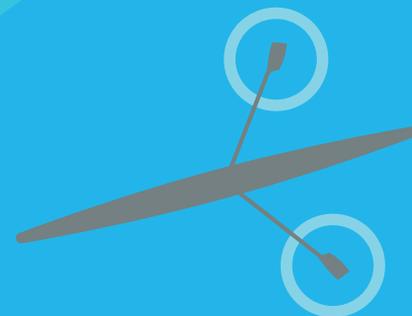


AT

CANNING BRIDGE



PRECINCT & PLACE REPORT



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

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

DOCUMENT CONTROL

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Client	City of Melville
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CONTENTS

INTRODUCTION	4	IMPROVED BENEFITS FOR INTENSITY	46
PURPOSE OF THE STUDY	4	POLICIES + FRAMEWORKS THAT DELIVER THE PROMISE	48
CANNING BRIDGE ACTIVITY CENTRE PLAN	6	IMPLEMENTATION + DELIVERY	52
THE CONTEXT	8	GOVERNANCE	54
ENGAGEMENT OUTCOMES	12	IMPLEMENTATION FRAMEWORK	56
VISION + GOALS	16	CREDITS	62
PLACE CONTEXT	18		
UNDERSTANDING PLACE	20		
PUBLIC SPACES /PUBLIC REALM	20		
STREETS	22		
MOVEMENT + ACCESS	24		
CANNING HIGHWAY	26		
ECONOMY/LAND-USES	28		
BUILT FORM + CHARACTER	30		
BONUSES + BENEFITS	32		
GOALS + PRINCIPLES	34		
BRING THE VILLAGE TO LIFE	36		
EXTEND THE NATURAL ENVIRONMENT	40		
EXCEPTIONAL ACCESS + CONNECTIVITY	42		
BEAUTIFUL BUILDINGS WITH MEANING	44		

PURPOSE OF THE STUDY

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

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

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

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

A key consideration has been the inter-relationship

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

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

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

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

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

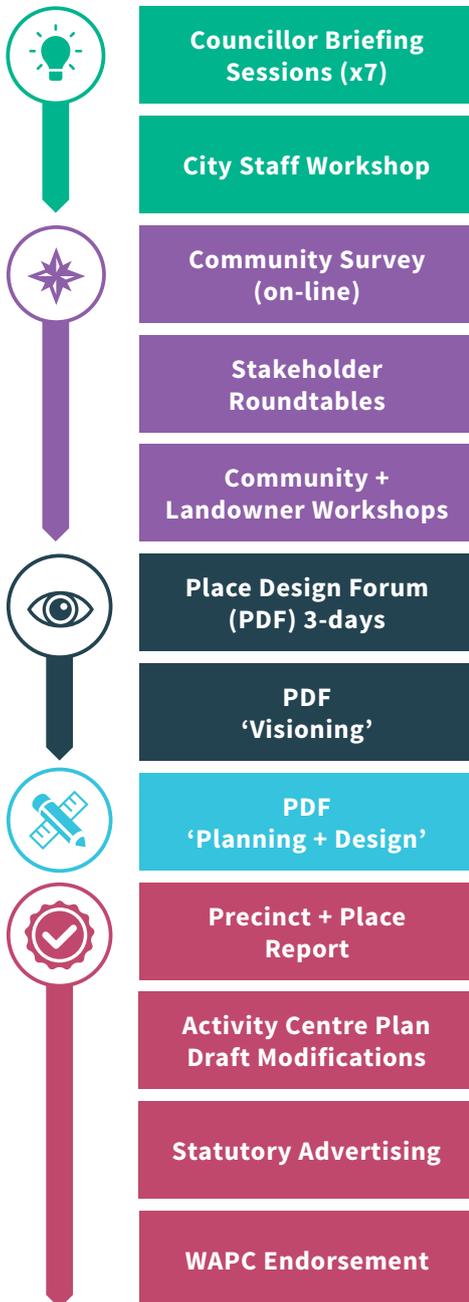
22

PARTICIPANTS IN 4 STAKEHOLDER ROUNDTABLES



56

PARTICIPANTS IN 2 X COMMUNITY & LANDOWNER WORKSHOPS



340

SURVEYS

85

PARTICIPANTS OVER 3- DAYS INTERACTIVE WORKSHOP

51 COMMUNITY / BUSINESS / GOVERNMENT
34 STAFF + PROJECT TEAM

CANNING BRIDGE ACTIVITY CENTRE PLAN

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

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

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

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

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

ACTIVITY CENTRE PLAN VISION

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

SWAN RIVER

MITCHELL FWY

SWAN RIVER

CANNING
BRIDGE STATION

T

STUDY AREA

CANNING HWY



THE CONTEXT

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

The nearest local neighbourhood centre is Riseley Street, Applecross.

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

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

place can be achieved.

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

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

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





SWAN RIVER

SWAN RIVER

MITCHELL FWY

CANNING HWY

CURTIN UNIVERSITY

CANNING BRIDGE ACTIVITY CENTRE

CANNING BRIDGE STATION



RISELEY STREET

CANNING HWY

WESTFIELD BOORAGOON

SWAN RIVER

LEACH HWY

BULL CREEK STATION



LEACH HWY

KEY STATISTICS



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

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

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

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

*** DATA SOURCE: CANNING BRIDGE ACTIVITY CENTRE PLAN (ASSUMES 80% EMPLOYMENT GENERATED FOR THE ENTIRE ACTIVITY CENTRE PLAN AREA WILL BE BASED WITHIN THE MELVILLE QUADRANTS)



ENGAGEMENT OUTCOMES

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

Through the engagement process, it was clear that many consider the vision is still relevant, and there is support for the vision’s aspirational ideas. There is, however, a high level of dissatisfaction with how the Plan is currently being interpreted and executed. The

data shows a low level of satisfaction with current performance against the goals.

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

IS THE VISION RELEVANT?



Enhance Natural Attractions (77%)



Unique Location (75%)



Mixed Uses (68%)



Vibrant & Creative (65%)



Pedestrian Friendly (75%)



Regional Transport Network (71%)

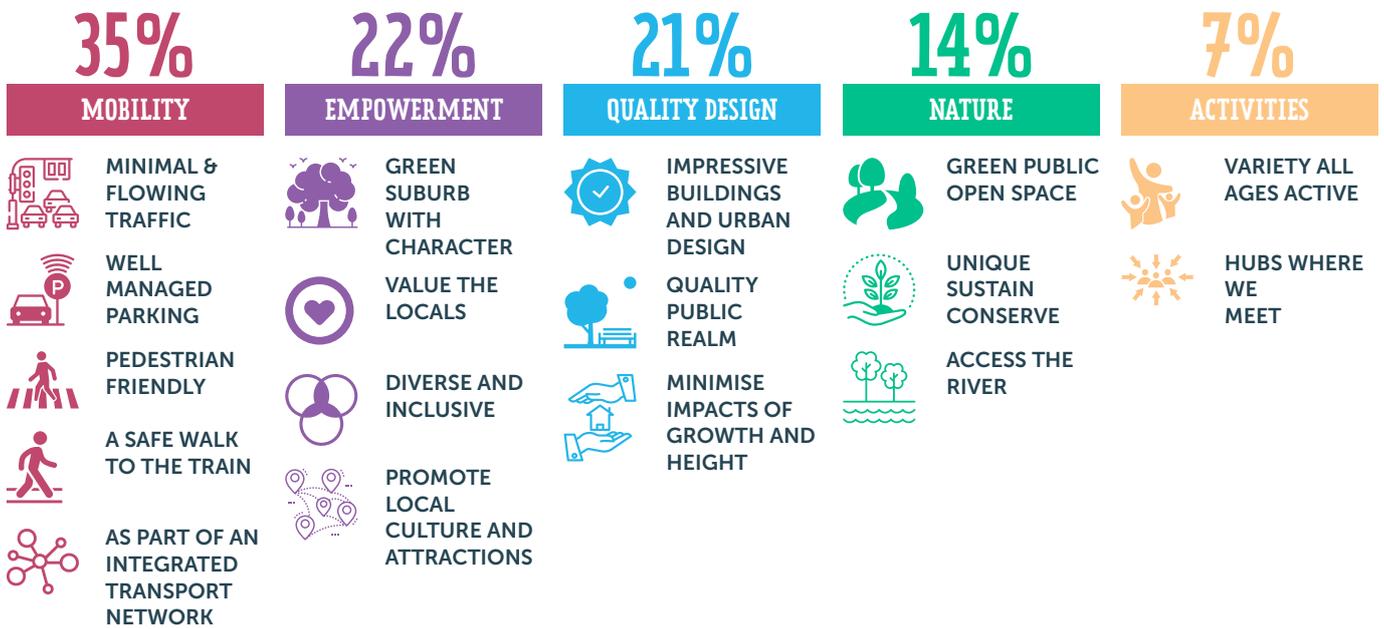


Transport Node Canning Bridge (69%)



Local Heritage (58%)

WHAT'S MISSING



DEVELOPMENT INCENTIVES

POOLED CONTRIBUTIONS FROM DEVELOPERS



IMAGINING THE FUTURE



ENGAGEMENT OUTCOMES



30.5%
DEVELOPMENT CONSIDERS IMPACTS, TRANSITIONS & COMMUNITY INFRASTRUCTURE

40%
INNOVATIVE SPACES HAVE BEEN DELIVERED

27%
ACHIEVED SENSITIVE OUTCOMES THAT BENEFIT THE COMMUNITY

67%
NOT TRANSPARENT OR SOMEWHAT VAGUE

COMMUNITY BENEFITS

LEGEND

MAJOR BENEFIT MINOR BENEFIT NEUTRAL

0% 25% 50% 75% 100%

IMPROVED CYCLE & PEDESTRIAN INFRASTRUCTURE AND LINKAGES



INCREASING TREE CANOPY AND VEGETATION



INCREASED PUBLIC SPACE (I.E. NEW PIAZZA/POCKET PARKS)



IMPROVED PUBLIC TRANSPORT



STREETScape UPGRADES (I.E. NEW PAVING, SEATING, LIGHTING)



UTILITIES/INFRASTRUCTURE UPGRADES (I.E. ROADS, CANNING HIGHWAY)



PLAYGROUNDS AND OUTDOOR AMENITIES



PUBLIC FACILITIES (E.G. CINEMA, SWIMMING POOL, RECREATION)



PUBLIC CAR PARK FOR VISITORS



RETAIL AND CAFES



CULTURAL FACILITIES



HERITAGE CONSERVATION



QUALITY ARCHITECTURAL DESIGN



PUBLIC TOILETS AND BABY CHANGING AREAS



PUBLICLY ACCESSIBLE END OF TRIP FACILITIES



CULTURAL EVENTS AND COMMUNITY ACTIVATIONS



AGED CARE FACILITY



PUBLIC ART



AFFORDABLE HOUSING



CHILDCARE CENTRE / EDUCATION SPACES



COMMUNITY MEETING SPACES



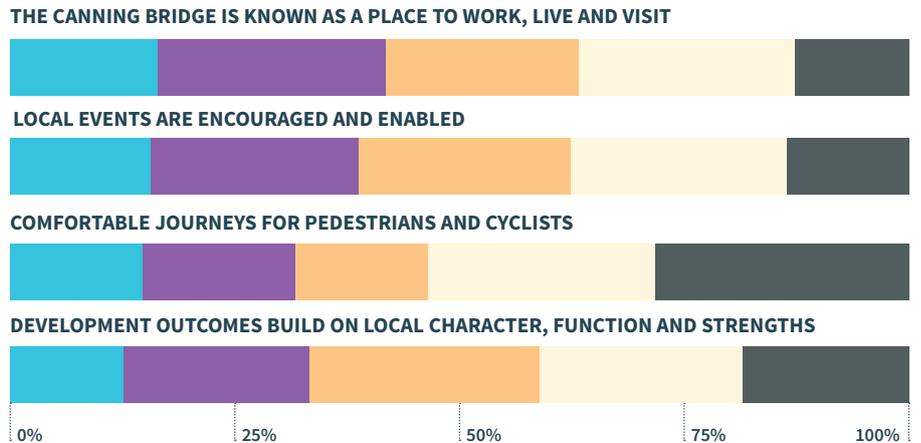
HOTELS / SHORT STAY ACCOMMODATION



CO-WORKING SPACE



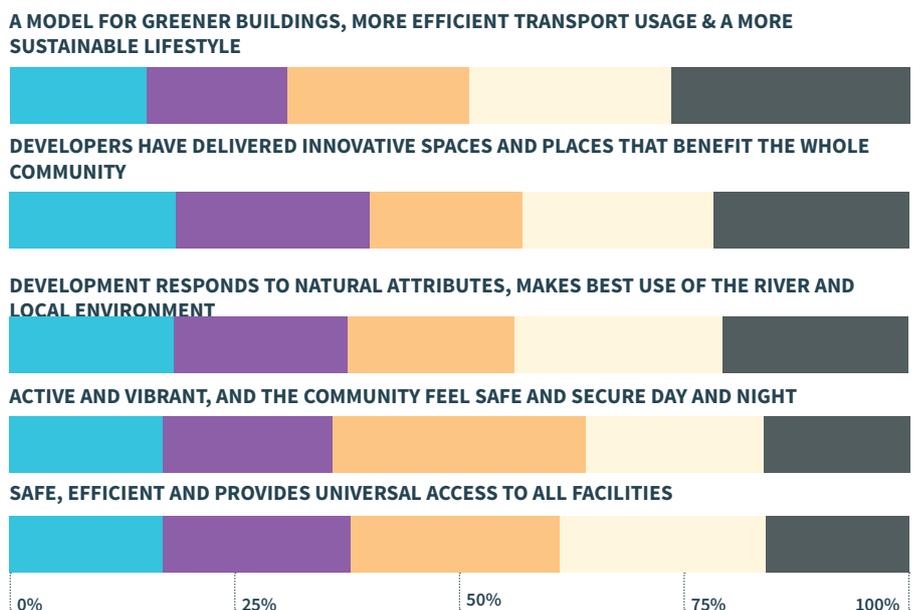
PLACE ACTIVATION



BUILT FORM



INNOVATION, ACCESSIBILITY, SUSTAINABILITY, CRIME PREVENTION & THE ENVIRONMENT



LEGENDS

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

VISION + GOALS

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



EXTEND THE NATURAL ENVIRONMENT

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



BRING THE VILLAGE TO LIFE

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



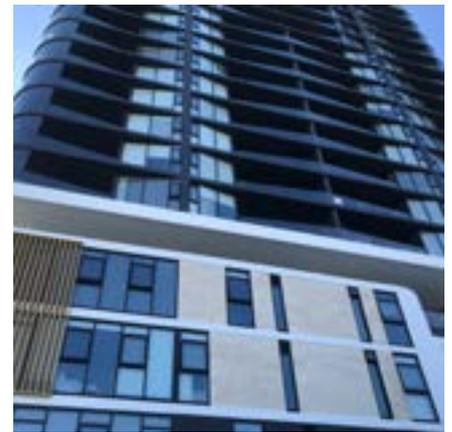
BEAUTIFUL BUILDINGS WITH MEANING

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

ACTIVITY CENTRE PLAN VISION

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

Source: Canning Bridge Activity Centre Plan



POLICIES & FRAMEWORKS THAT DELIVER THE PROMISE

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

EXCEPTIONAL ACCESS & CONNECTIVITY

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

IMPROVED BENEFITS FOR INTENSITY

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

PLACE CONTEXT

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

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

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

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

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



INDIGENOUS HISTORY

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



CANNING BRIDGE

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

PEOPLE + HOUSING



PROFESSIONAL COUPLES
LOW PROPORTION
COUPLES FAMILIES WITH CHILDREN

23% : **32.5%**
CANNING BRIDGE : MELVILLE



AFFLUENT
LOW
CULTURAL DIVERSITY

56% : **5%**
AUSTRALIAN / NEW ZEALAND : SOUTH EAST ASIAN



RETIREES
HIGH INCOME EARNERS
(OVER \$180K)

21% : **11%**
CANNING BRIDGE : PERTH



WELL EDUCATED
BACHELOR DEGREE
OR HIGHER

23% : **13.5%**
CANNING BRIDGE : PERTH

THERE IS AN EMERGING TREND FOR MID & HIGH RISE APARTMENTS



HIGH PROPORTION
OF ONE BEDROOMS

4% : **1.5%**
CANNING BRIDGE : MELVILLE



LOW PROPORTION
OF 4-5 BEDROOMS

DATA SOURCE: ABS. STATISTICAL AREA 1 (2016)



TIVOLLI HALL + RAFFLES

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



SWAN RIVER ROWING CLUB

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

PUBLIC SPACES /PUBLIC REALM

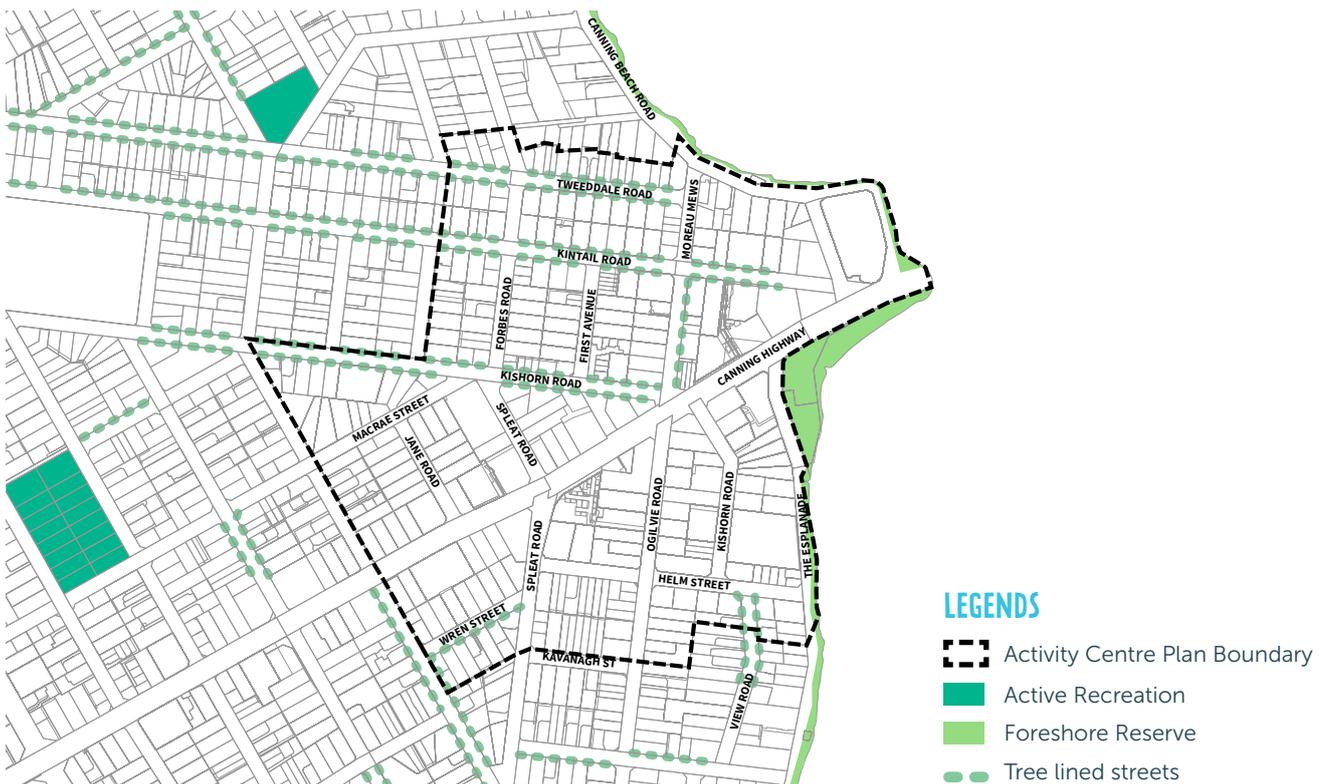
The community would like a greater level of investment in the public realm - before intensive development is allowed to proceed. Development control has been a key focus, and investment in the public realm is lacking.

- **Amenity** - dining, cafes, and alfresco
- **Multi-generational focus** - lack of small / local pocket parks

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

Priority focus areas:

- **Natural assets** - retain and enhance.
- **The commons** - community spaces are highly valued.
- **Outdoor recreation** - river, rowing, walking/ cycling



WHAT'S MISSING



**SOFT, ORGANIC
LANDSCAPES**



**ESTABLISHED TREES
REFLECT HERITAGE AND
ARE VALUED**



**MAKE THE MOST
OF THE RIVER**



**FIND THE
PRECINCT HEART**



**GREEN SPACES,
TREES + SHADÉ**



**INVEST IN
CIVIC ATTRACTIONS**



PEDESTRIAN PRIORITY



**IMPROVED LANDSCAPING
AT BUILDING INTERFACE**



**SMART PLANNING TO KEEP
EXISTING TREES**

STREETS

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

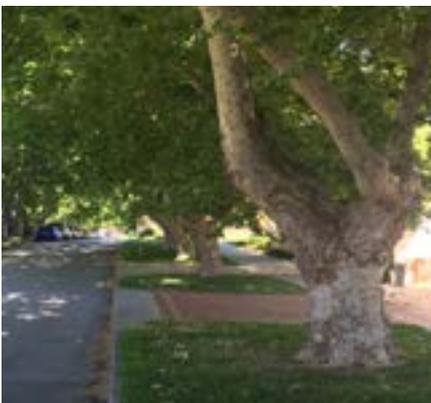
Especially important locations include Kintail, Tweeddale, Forbes and Kishorn Roads.

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

Some ways to do this are:

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

WHAT'S VALUED



WIDE VERGES



NATURAL AMENITY



EXISTING TREES

WHAT WE HAVE

WHAT WE WANT MORE OF



PRIORITY FOCUS AREAS



STREET PARKING



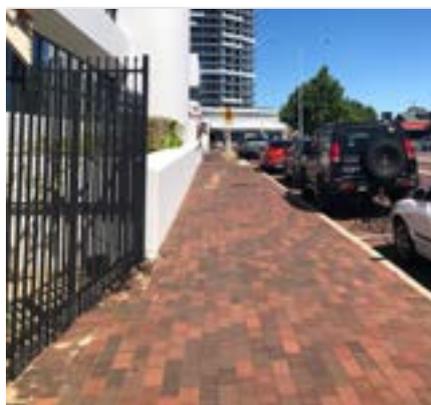
LANDSCAPING
(LESS PAVING)



STREET FURNITURE



APPROPRIATE USES /
RIGHT PLACES



UPGRADE PATHWAYS



BUILDING INTERFACE

MOVEMENT + ACCESS

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

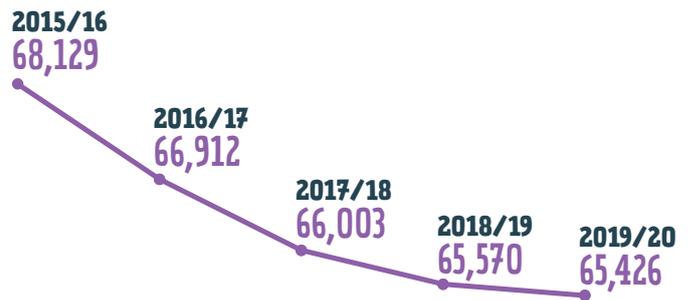
There is an emerging trend towards increased public transport usage by residents living in the Canning Bridge area. However, there has been no corresponding investment in infrastructure upgrades.

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

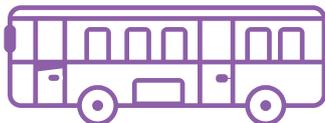
There is a perception that transport is predominately managed through individual development applications. A holistic approach to traffic management would be preferred.

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

LESS VEHICLES ARE CROSSING CANNING BRIDGE



DATA SOURCE: MAIN ROADS, TRAFFIC MAP



HIGHER PROPORTION*
OF PEOPLE TRAVEL TO
WORK BY BUS

6% CANNING BRIDGE
2% PERTH



GREATER NUMBER
ONE CAR HOUSEHOLD

31% CANNING BRIDGE
27.5% PERTH

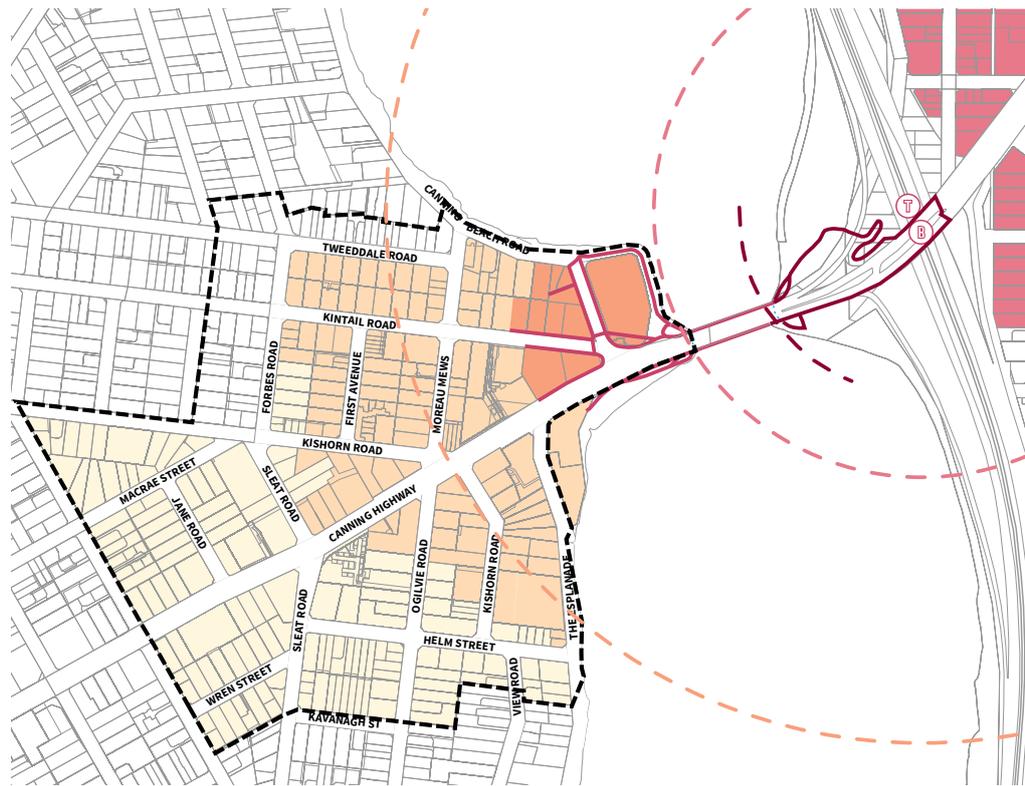
85%
PARKING IS
A PROBLEM

DATA SOURCE: ABS. STATISTICAL AREA 1 (2016)

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

LEGENDS

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



RECONSIDER DUAL USE PATHS IN BUSY AREAS



IMPROVE RIVER CONNECTIONS



UPGRADE PATHWAYS



MONITOR ILLEGAL PARKING



PROMOTE CAR PARKING BAYS



IMPROVE TRAIN STATION ACCESS

CANNING HIGHWAY

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

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

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

Contrary to local expectations, the introduction of high intensity residential development has not been matched with an investment uplift within the public

realm. Neither Canning Highway or Canning Bridge provide good pedestrian friendly access. Connections to the train station and the river are difficult to navigate, unappealing, stark and extremely unsafe at night.

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



TRAFFIC IMPACT ASSESSMENT

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

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

* Net Present Value

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

POTENTIAL FUTURE

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

TREE / GREEN CORRIDORS



CREATIVE SOLUTIONS



STRENGTHEN PEDESTRIAN CONNECTIONS

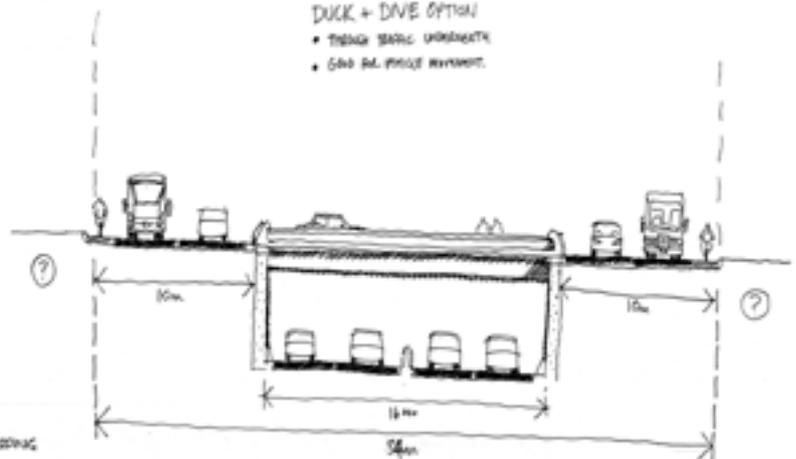


RETAIN LOCAL STREET CHARACTER



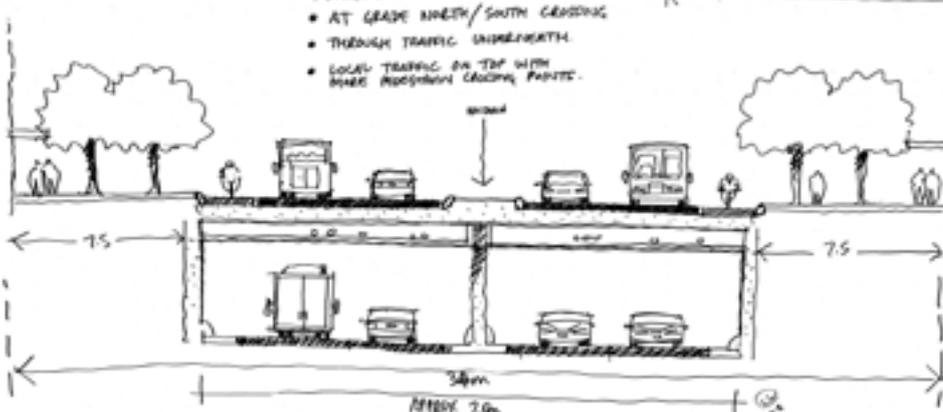
DUCK + DIVE OPTION

- THROUGH TRAFFIC UNDERNEATH
- CAN BE PRICE REDUCED.



TUNNEL OPTION

- AT GRADE NORTH/SOUTH CROSSING
- THROUGH TRAFFIC UNDERNEATH
- LOCAL TRAFFIC ON TOP WITH SOME PROVISIONS CROSSING PAVEMENT.



ECONOMY/LAND-USES

KEY TAKE-OUTS

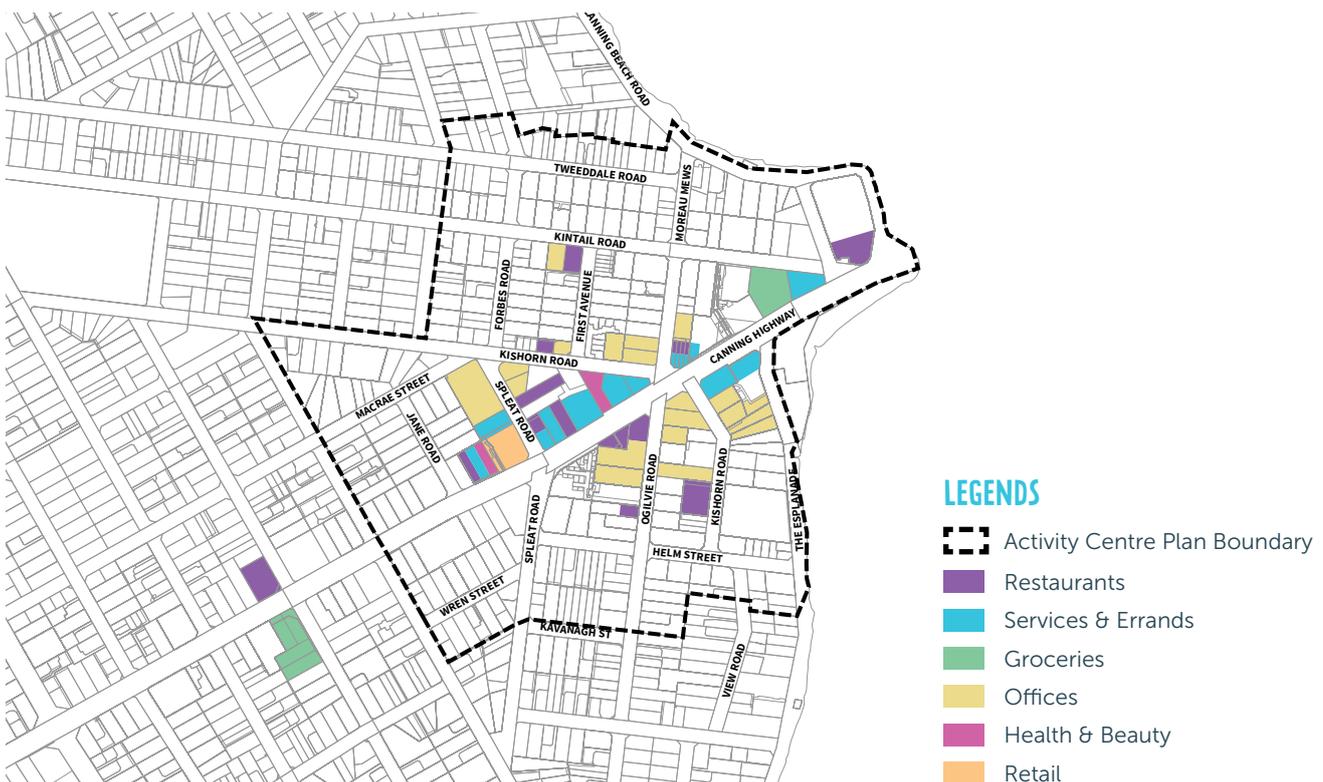
- Recreate a village feel
- Viable businesses - high density residential will create stability
- Strategic mixed-use (cafes/activate uses on ground floor; offices and residential above)
- Aspire to have workers living locally
- Diverse uses + activities

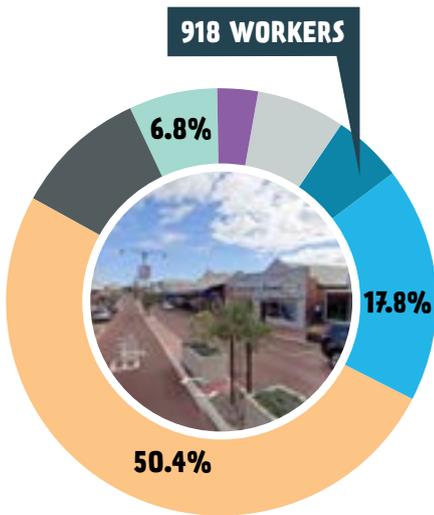
Canning Bridge is river based and this is seen as the biggest draw card. There is a desire for a more ambitious land-use mix to capitalise on its location and natural assets as a part of its local identity.

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

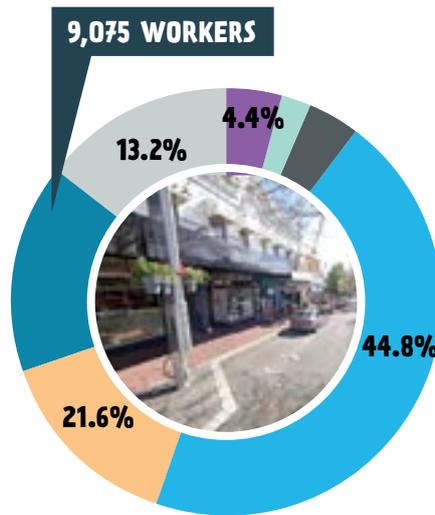
There is also a very low proportion of retail, cafes compared to other neighbourhoods.

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

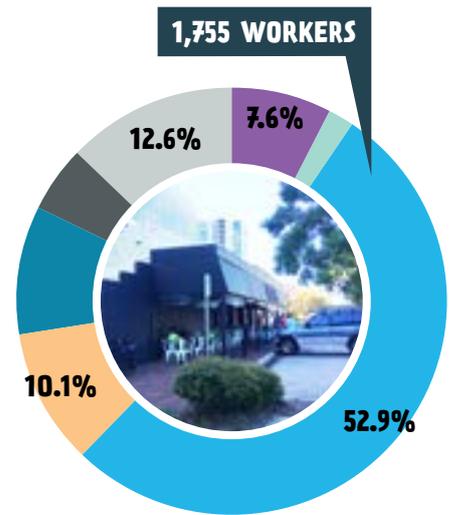




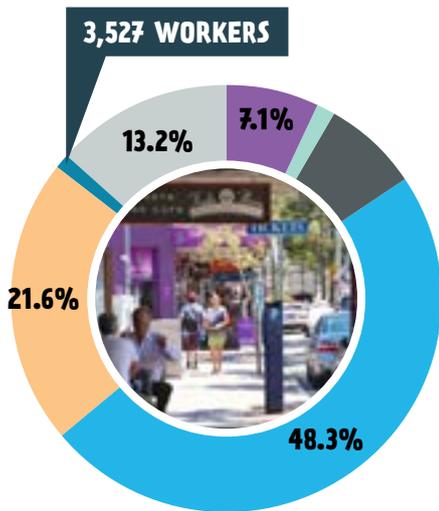
MAYLANDS



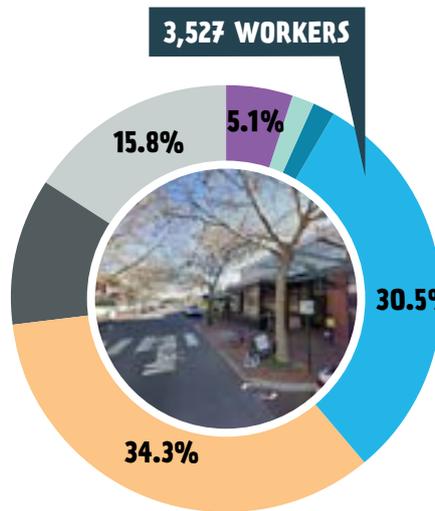
SUBIACO



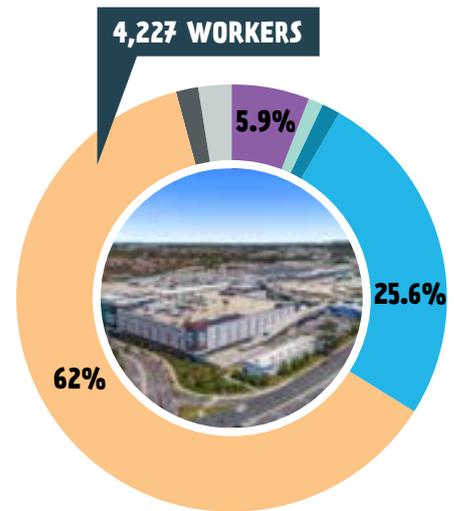
CANNING BRIDGE



LEEDERVILLE



SOUTH PERTH



GARDEN CITY



HIGH PROPORTION
OFFICE / COMMERCIAL



LESS
RETAIL / F&B



MAIN STREET
CANNING HIGHWAY



LOW NUMBER
OF WORKERS

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



**MEDIUM SIZE BUSINESSES
ARE CHOOSING TO LEAVE**

BUILT FORM + CHARACTER

KEY TAKE-OUTS

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

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

WE WANT LESS OF THIS



BULK + WIDTH



OVERSHADOWING IMPACTS



MEDIOCRE DESIGN



INTRUSIVE TRANSITIONS



**VISUAL PRIVACY /
OVERLOOKING**



**BUILDINGS DO NOT CONSIDER
LOCAL CHARACTER**

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

31%

A MODEL FOR GREENER BUILDINGS, EFFICIENT TRANSPORT & SUSTAINABLE LIFESTYLES

30%

CANNING BRIDGE MAKES BEST USE OF THE RIVER

74%

CONCERNED ABOUT HEIGHT IMPACTS



AND MORE OF THIS...



ACTIVE FRONTAGES



LESS INTRUSIVE PODIUMS



HIGH QUALITY DESIGN + MATERIALITY



RESPOND TO HERITAGE (ART DECO)



IMPROVED LANDSCAPING AT STREET INTERFACE



DEEPER SET BACKS, BETTER ACCESS + PERMEABILITY

BONUSES + BENEFITS

KEY TAKE-OUTS

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

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

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

1. It has not been possible to know the incentive provided or to participate in a discussion about what the community believe are community benefits.
2. There are questions around the merits and value

of development bonuses and discretion, including widespread dissatisfaction with the outcomes that have been delivered.

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

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

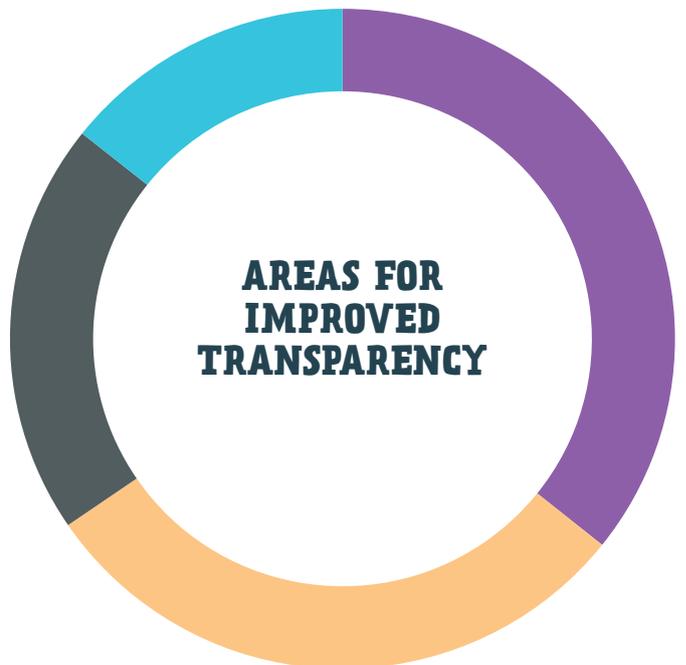
POOLED CONTRIBUTIONS FROM DEVELOPERS


37%
 YES,
 I SUPPORT
 THIS


28%
 NO,
 I DO NOT
 SUPPORT THIS


35%
 I AM
 NOT SURE

AREAS FOR IMPROVED TRANSPARENCY



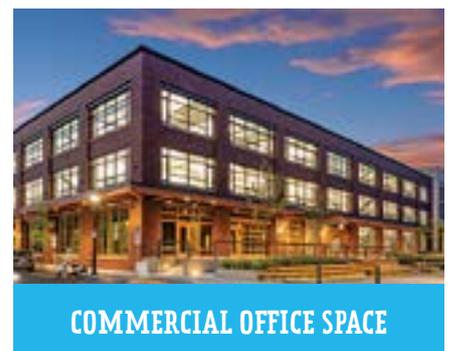
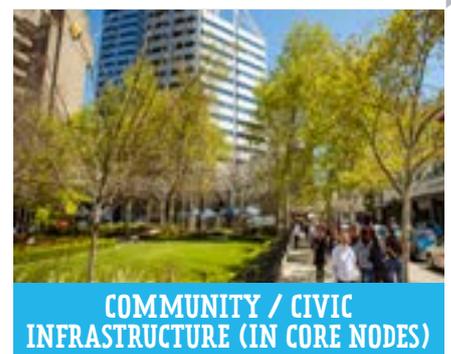
LEGENDS

-  LISTENING TO COMMUNITY
-  DEVELOPMENT OUTCOME
-  COMMUNICATION WITH THE COMMUNITY
-  DECISION MAKING PROCESSES

WAYS TO IMPROVE THE MANAGEMENT OF THE PLAN

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

VALUED BENEFITS / INCENTIVISE INVESTMENT



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

GOALS + PRINCIPLES

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

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

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

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

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

ACTIVITY CENTRE PLAN VISION

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

Source: Canning Bridge Activity Centre Plan

GOALS	PRINCIPLES
<p>BRING THE VILLAGE TO LIFE</p>	<ul style="list-style-type: none"> • Invest in place • Maintain commercial investment • Appropriate frontages in the right locations • Treat the north and south differently
<p>EXTEND THE NATURAL ENVIRONMENT</p>	<ul style="list-style-type: none"> • High quality spaces that feel natural and green • Improved river and pedestrian connections • Protect iconic trees • Upgrade foreshore facilities
<p>EXCEPTIONAL ACCESS + CONNECTIVITY</p>	<ul style="list-style-type: none"> • Invest in better pedestrian and cycle connections • Improve access to public transport • Holistic approach to traffic infrastructure • Strategic investment in parking
<p>BEAUTIFUL BUILDINGS WITH MEANING</p>	<ul style="list-style-type: none"> • Maintain + strengthen height hierarchy • Embed quality design outcomes • Diversify levers to achieve high quality buildings • Strengthen design review processes
<p>IMPROVED BENEFITS FOR INTENSITY</p>	<ul style="list-style-type: none"> • Reduce ambiguity • Introduce proportionality • Deliver 'valued' benefits • Enforce compliance
<p>POLICIES + FRAMEWORKS THAT DELIVER THE PROMISE</p>	<ul style="list-style-type: none"> • Due regard for transition areas • Reshape + diversity medium density • Clear provisions • Reinstate confidence + certainty • Definitive precinct boundary • Embed social value into core values and strategies • Apply impact based controls

BRING THE VILLAGE TO LIFE



INVEST IN PLACE

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

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

Key themes to consider:

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



MAINTAIN COMMERCIAL INVESTMENT

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

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

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

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

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



APPROPRIATE FRONTAGES IN THE RIGHT LOCATIONS

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

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

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

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

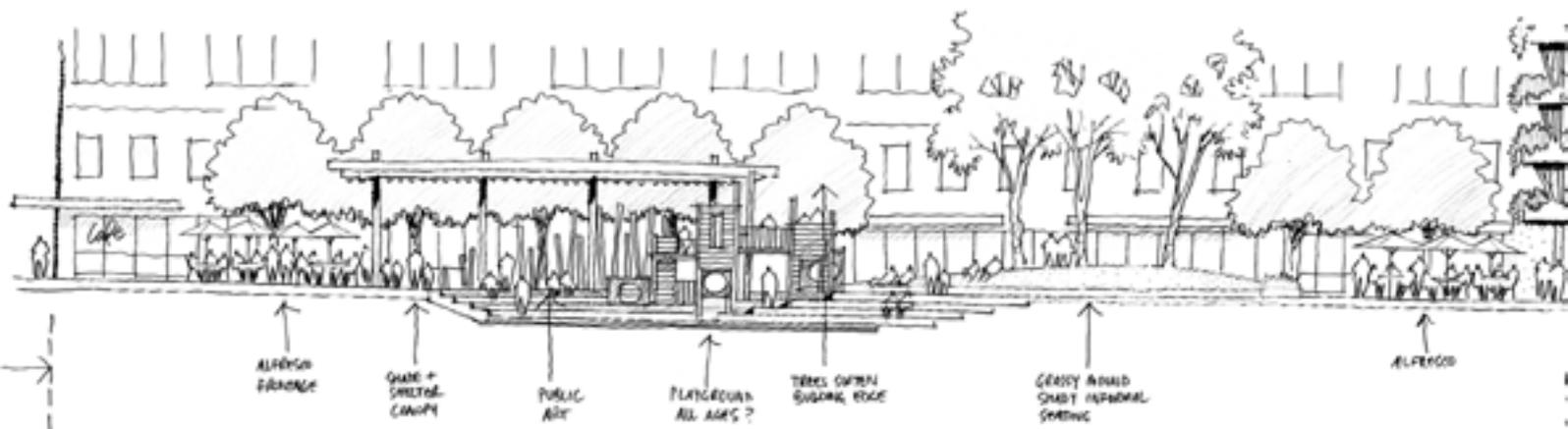
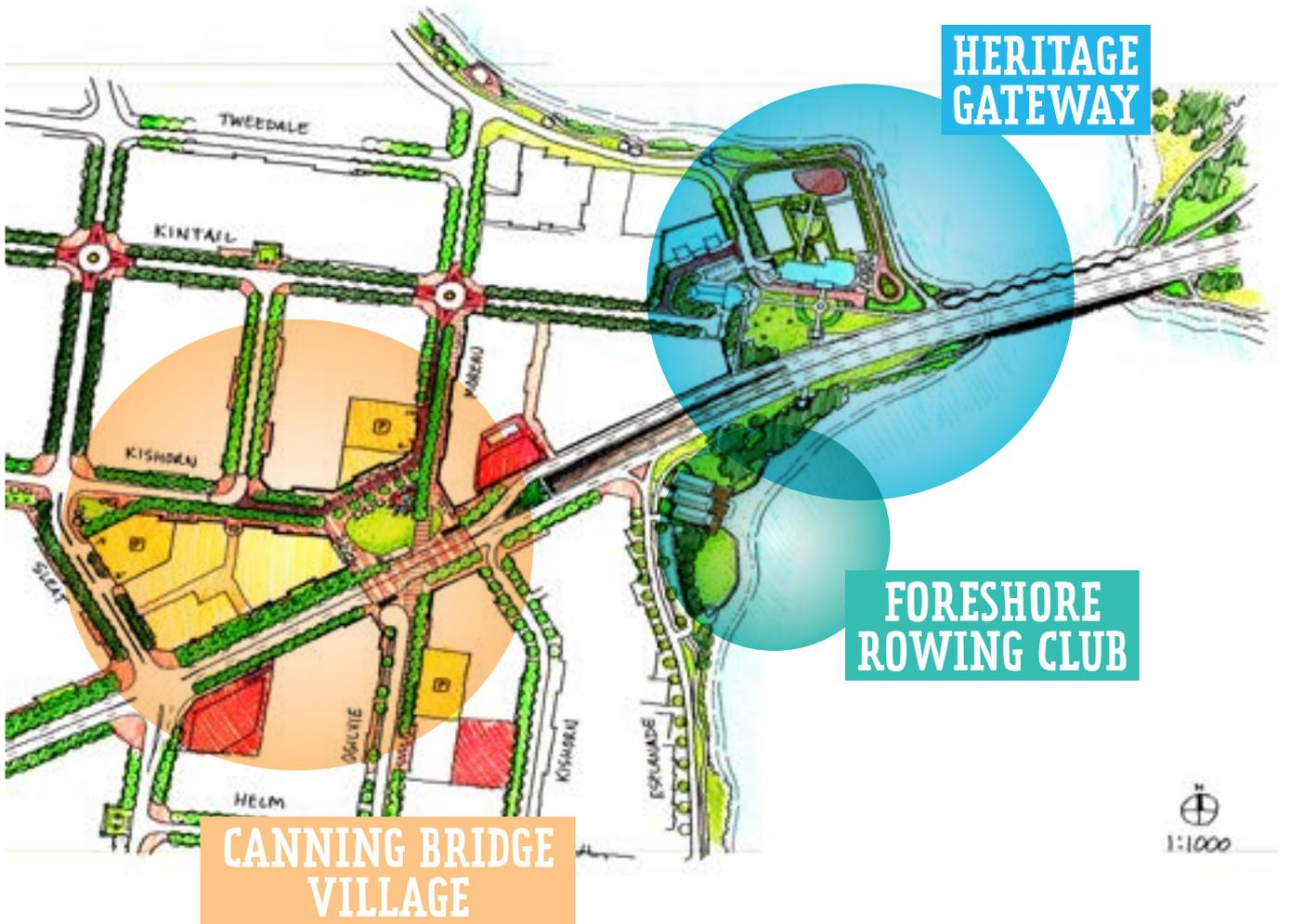


TREAT THE NORTH AND SOUTH DIFFERENTLY

The north and south needs to be treated differently.

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

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



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

Canning Bridge Village



RESPOND TO LOCAL NEEDS
(NOT THE CBD)



DIVERSE ACTIVITIES
(DAY + NIGHT)

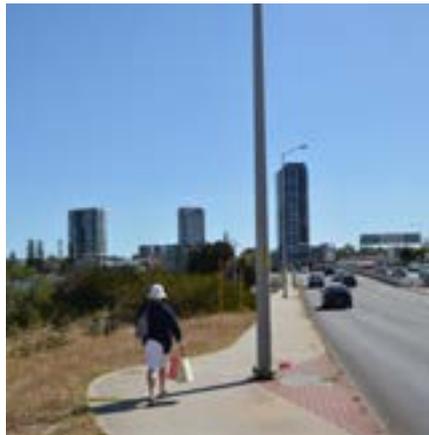


EMPLOYMENT HUB

Heritage Gateway + Canning Bridge Road



CELEBRATE HERITAGE



IMPROVE LINKS WITH
TRAIN STATION



ENHANCE GREEN LINKS /
VILLAGE SIGHTLINES

Foreshore (Rowing Hub)



BETTER RECREATION /
ENTERTAINMENT



UPGRADE OPEN SPACES /
ENHANCE RIVER INTERACTION



LEVERAGE HISTORICAL
CONNECTIONS WITH ROWING

EXTEND THE NATURAL ENVIRONMENT



HIGH QUALITY SPACES THAT FEEL NATURAL AND GREEN

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

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

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



IMPROVED RIVER / PEDESTRIAN CONNECTIONS

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

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

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

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

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



PROTECT ICONIC TREES

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

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

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



UPGRADE FORESHORE FACILITIES

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

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

EXCEPTIONAL ACCESS + CONNECTIVITY



INVEST IN BETTER PEDESTRIAN + CYCLE CONNECTIONS

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

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

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



IMPROVE ACCESS TO PUBLIC TRANSPORT

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

Priority focus areas:

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

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

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



HOLISTIC APPROACH TO TRAFFIC INFRASTRUCTURE

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

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

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



STRATEGIC INVESTMENT IN PARKING

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

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

BEAUTIFUL BUILDINGS WITH MEANING



MAINTAIN + STRENGTHEN HEIGHT HIERARCHY

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

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



EMBED QUALITY DESIGN OUTCOMES

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

- Canning Bridge is defined by its regional aspect and appeal of the high-rise buildings. Height diversity and landmark elements are highly valued,
 - Tall, slender towers are preferred over bulky podiums and shorter but wider towers,
 - Slender towers allow greater sight lines to the river from other upper level apartments and are often visually more attractive,
 - Greater focus on getting quality design outcomes and the ground floor interface right; and
 - Quality of the tower design is also important.
- Policy frameworks should encourage quality buildings that are built to last. The design response should still look good in 20-30 years and all buildings should respond to local character.

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



DIVERSIFY LEVERS TO ACHIEVE HIGH QUALITY BUILDINGS

A dynamic approach with ongoing flexibility is important.

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



STRENGTHEN DESIGN REVIEW PROCESSES

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

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

IMPROVED BENEFITS FOR INTENSITY



REDUCE AMBIGUITY

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

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

DELIVER 'VALUED' BENEFITS

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

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

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

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

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



INTRODUCE PROPORTIONALITY

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

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

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

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



ENFORCE COMPLIANCE

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

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

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

POLICIES AND FRAMEWORKS THAT DELIVER THE PROMISE



DUE REGARD FOR TRANSITION AREAS

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

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

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

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



RESHAPE + DIVERSIFY MEDIUM DENSITY

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

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

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

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

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



CLEAR PROVISIONS

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

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

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

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



REINSTATE CONFIDENCE + CERTAINTY

The community has lost confidence in the approval process.

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

POLICIES AND FRAMEWORKS THAT DELIVER THE PROMISE



DEFINITIVE PRECINCT BOUNDARY

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

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



EMBED SOCIAL VALUE INTO CORE VALUES AND STRATEGIES

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

Suggested ways to do this are:

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

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

What is Social Value?

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



APPLY IMPACT BASED PLANNING CONTROLS

Enhanced consideration of impacts is important. Quality of life vs profit is a valid consideration developers should not have overriding priority. Development applications currently do not consider the impact of neighbouring properties. This needs to change. Overshadowing and visual privacy need to be considered as part of an overall approach (remove clause 5.7).

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

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

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

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

IMPLEMENTATION + DELIVERY

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

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

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

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

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

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

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

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

PLACE IMPLEMENTATION FRAMEWORK



FIGURE 1 - CANNING BRIDGE IMPLEMENTATION FRAMEWORK

FUNDING MECHANISMS

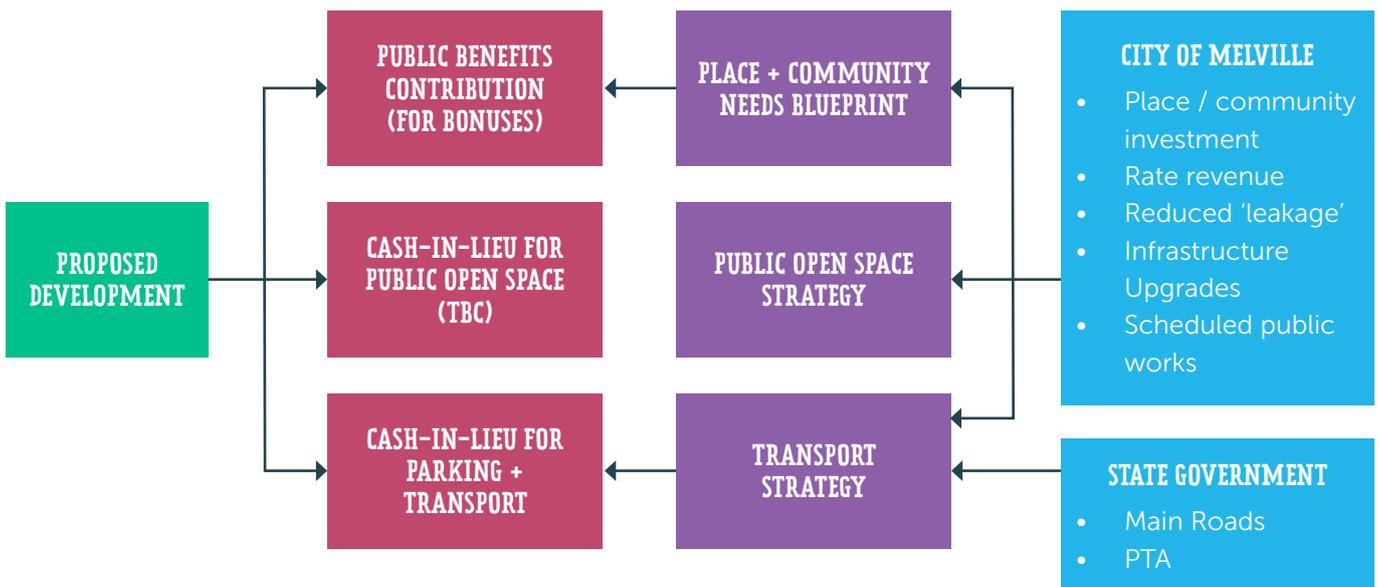


FIGURE 2 - POTENTIAL FUNDING MECHANISMS

GOVERNANCE

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

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

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

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

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

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

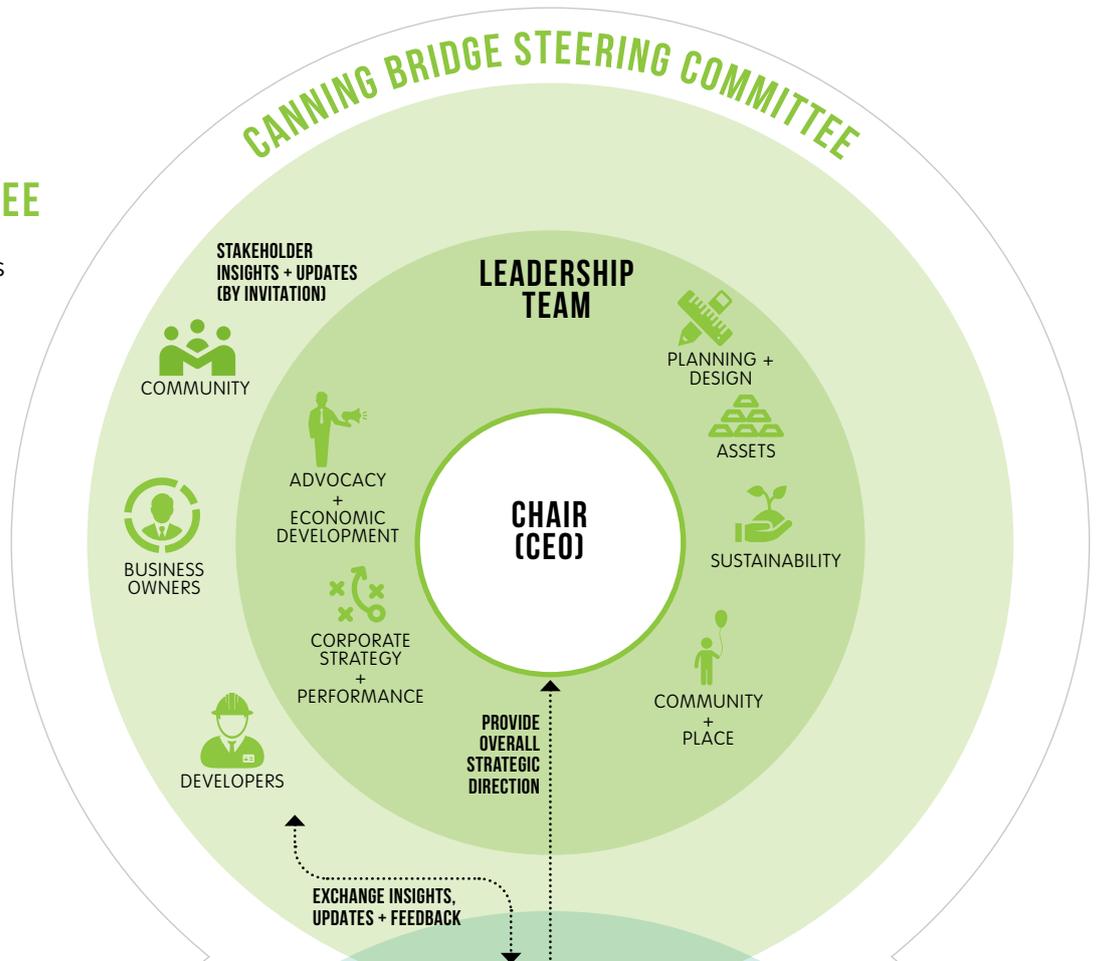
Dedicated and sustained revenue sources are also important to ensure that infrastructure, activation and maintenance strategies can be delivered to a consistently high standard.

The following actions are recommended:

1. Support the dedicated Place Manager to oversee day-to-day operations for all strategic initiatives.
2. Establish a Canning Bridge Steering Committee, to be chaired by the City of Melville CEO.
3. Continue to support the Cross Functional Canning Bridge Place Team coordinate 'Place Operations' and maintain a collaborative focus on targeted place-led outcomes.
4. Prepare a Strategic Place Management Plan (informed by Figure 1), to guide operational strategies over the next 3 years.
5. Identify revenue opportunities to fund place-management initiatives (informed by Figure 2).

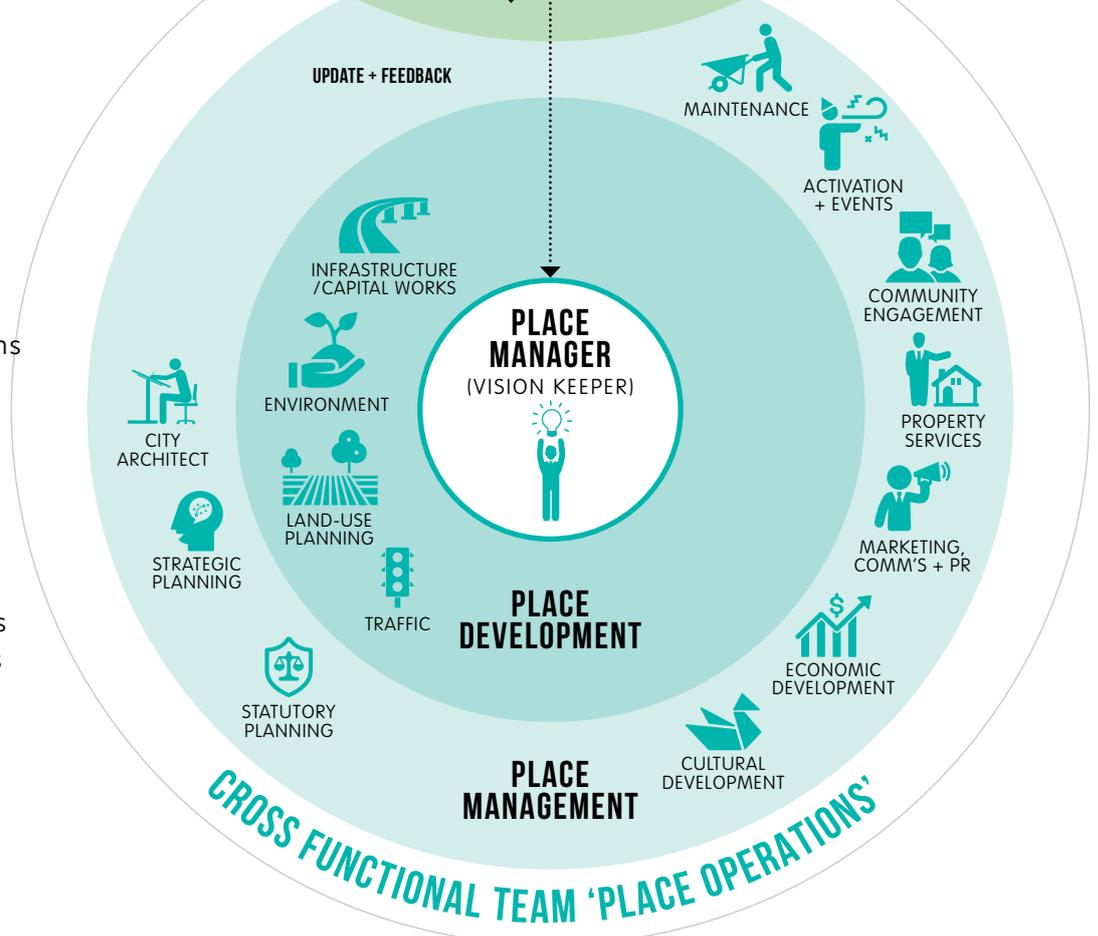
CANNING BRIDGE STEERING COMMITTEE

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



PLACE OPERATIONS WORKING GROUP

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



CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP)		CBACP REVIEW	COMPLIANCE / MGT / RESOURCES	TRANSPORT STRATEGY	DESIGN REVIEW PROCESS	PLACE / COMMUNITY NEEDS BLUEPRINT	POS STRATEGY
BRING THE VILLAGE TO LIFE	PLACE + COMMUNITY NEEDS BLUEPRINT						
	1. Prepare a Place and Community Needs Blueprint to coordinate and fund 'place investment' for the entire precinct. This could acknowledge earlier work and will determine detailed cost estimates and suitable items that could form the basis of a public benefits contribution for bonuses, and ensure investment complements programmed public works within the ACP area.					X	X
	2. Partner with the rowing clubs to explore future development and revitalisation opportunities.		X			X	X
	3. Explore place activation and strategic event opportunities (to support investment).		X			X	
	4. Encourage short stay accommodation activities within the central core areas.	X			X	X	
	5. Incentivise and support investment in commercial and office facilities.	X	X		X	X	
	6. Develop an identifiable centre of the precinct on Moreau Mews and Kishorn Rd north <ul style="list-style-type: none"> Invest in a high amenity public in this location, Focus development, residential intensity, and, especially, vibrant retail land uses, in this location accordingly, avoiding amenity issues from Canning Highway, Provide a strong pedestrian connection along Moreau Mews to the river, Ensure a future pedestrian crossing of Canning Highway at grade at Kishorn Rd, Recognise Sleet Rd north and Forbes Rd as likely to attract more passing trade and commercial opportunity, Frame the identifiable centre with parking and transport nodes to provide legibility and encourage a local pedestrian economy, and Encourage strategic use of the City's assets to support and promote focused development around this identifiable centre. 	X	X	X	X	X	X

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

CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP)		CBACP REVIEW	COMPLIANCE / MGT / RESOURCES	TRANSPORT STRATEGY	DESIGN REVIEW PROCESS	PLACE / COMMUNITY NEEDS BLUEPRINT	POS STRATEGY
EXCEPTIONAL ACCESS AND TRANSPORT	<p>Establish funding mechanisms to increase investment in the transport network</p> <ol style="list-style-type: none"> 1. Consider existing mechanisms and explore head of power to enable cash in lieu of parking for non-residential uses; 2. Funds collected can be invested in a range of infrastructure, to reduce car reliance and improve pedestrian friendliness <ol style="list-style-type: none"> a. Dedicated parking facilities in accessible locations to provide certainty and legibility to visitors and businesses, b. Improvement to public transport services and infrastructure, c. Upgrades to pedestrian and cycling facilities and amenity, and d. Suitable provisions for emerging transport options such as e-bikes. 	X		X			
	<p>Strategic management of parking</p> <ol style="list-style-type: none"> 1. Conduct analysis to assess current and future parking bay capacity 2. Improve visibility + legibility of existing public parking 3. Prioritise Parking enforcement and compliance (local short term parking, parking in cycling infrastructure) 4. Invest in a dedicated parking facility in a central location (for office workers and visitors). <ul style="list-style-type: none"> • High legibility and visibility and good access off Canning Highway is essential • Explore existing City assets and developer partnerships 	X		X		X	
	<p>Local Traffic Management Plan and street upgrades (streets as places, healthy streets)</p> <ol style="list-style-type: none"> 1. Adopt consistent typologies and commence street upgrades, linked to the character and function of streets 2. Investment commensurate with the development of healthy streets. 3. Recognise that Kintail Rd is likely to have limited or no access on/off Canning Highway, and that Sleat-Forbes Rd will become a more important connection to the north from Canning Highway 	X		X			X

CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP)		CBACP REVIEW	COMPLIANCE / MGT / RESOURCES	TRANSPORT STRATEGY	DESIGN REVIEW PROCESS	PLACE / COMMUNITY NEEDS BLUEPRINT	POS STRATEGY
EXCEPTIONAL ACCESS AND TRANSPORT	<p>Prioritise investment in public transport and encourage a modal shift</p> <ul style="list-style-type: none"> Local CAT bus service Connectivity to train station Promote and facilitate new technologies (E-Bikes etc.) 			X			
	<p>Upgrade pedestrian and cycling infrastructure</p> <ol style="list-style-type: none"> Invest and upgrade paths so that they are appropriately designed and safe for all user groups, Improve pedestrian crossing upgrades (including Canning Highway), Improved links with the river, Ensure vehicular servicing and access does not compromise pedestrian safety, Invest in safe, direct pedestrian access between the train station and the village centre (as a high priority), and Upgrade cycle path infrastructure <ul style="list-style-type: none"> Review capacity of cycle paths (under bridge – regional traffic), and Maintenance of paths through a black spot program for cyclists. 			X		X	X

CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP)		CBACP REVIEW	COMPLIANCE / MGT / RESOURCES	TRANSPORT STRATEGY	DESIGN REVIEW PROCESS	PLACE / COMMUNITY NEEDS BLUEPRINT	POS STRATEGY
IMPROVED BENEFITS FOR INTENSITY	STRENGTHEN DESIGN REVIEW PROCESSES						
	Certainty for the community and developers <ol style="list-style-type: none"> Control bonus system with caps on height and/or plot ratio Review performance criteria to trigger bonuses - Design quality should be assessed with substantial weight on the external appearance of the buildings (i.e. for non-occupants) 	X	X		X	X	
IMPROVED BENEFITS FOR INTENSITY	Community Benefits <ol style="list-style-type: none"> Community benefits must clearly demonstrate valued outcomes and legitimate need. The preparation of a Place and Community Needs Blueprint will provide leadership in this respect. Replace requirement for compulsory provision of benefits on site with a pooled benefits system and ability to contribute cash-in-lieu rather than provide benefits on-site, connected to Community and Place Needs Analysis. Failing this, establish a public register of benefits and be upfront and transparent about bonuses and benefits Ensure community value of benefits is consistently proportional to the development bonus being sought 	X				X	
	Prepare and adopt design guidelines to give detailed place-based guidance to built form						
BEAUTIFUL BUILDINGS WITH MEANING	Design Review Panel <ol style="list-style-type: none"> Review Terms of Reference, composition and operation Improved transparency (publish minutes where possible) 						
	Appoint a City Architect <ul style="list-style-type: none"> Consider appointing a City Architect to manage the qualitative design considerations for the precinct and work closely with the Design Review Panel 						
POLICIES & FRAMEWORKS THAT DELIVER THE PROMISE	Apply impact-based controls <ol style="list-style-type: none"> Instil an 'outcome-focused' approach to development approvals, especially around the edge of the ACP area in respect of overshadowing and visual privacy. Consider opportunity for more discretion for individual circumstances only with agreement by neighbours Recognise the impact of overshadowing and accordingly treat the southern side of the ACP area differently to the north in managing changes in intensity 	X					

CANNING BRIDGE ACTIVITY CENTRE PLAN (CBACP)		CBACP REVIEW	COMPLIANCE / MGT / RESOURCES	TRANSPORT STRATEGY	DESIGN REVIEW PROCESS	PLACE / COMMUNITY NEEDS BLUEPRINT	POS STRATEGY	
POLICIES AND FRAMEWORKS THAT DELIVER THE PROMISE	Re-shape and diversify medium density <ul style="list-style-type: none"> Advocate to apply the new Medium Density Code within Canning Bridge H4 areas. 	X						
	Review set-back provisions <ul style="list-style-type: none"> Review and include provision for greater setbacks (side + front) in areas of acknowledged suburban character 	X						
	COMPLIANCE, MANAGEMENT + RESOURCES							
	Improve accountability, create trustworthy data and enable key stakeholders to be able to judge success <ol style="list-style-type: none"> Reassess infill targets against dwellings delivered Establish a Metrics and Reporting Framework for Canning Bridge (that incorporates social value + economic data) Examine further opportunities for greater transparency in the process Establish a Community Reference Group 	X	X					
	Resourcing and skill training <ol style="list-style-type: none"> Approvals team (ensure appropriate capacity and skills) resources (Design Quality) Compliance (capacity) 		X					
	Enforce compliance <ol style="list-style-type: none"> Better enforcement of Construction Management Plans including amenity impacts (such as dust, noise, hours of operation), and recognition of additional resources required to manage its emerging City Centre areas Enforce construction parking provisions of Construction Management Plans Quality of outcome is critical: ensure design quality, finishes and designs as approved are implemented before issue of certificate of occupancy. Enforce compliance of community benefit provision, deliver benefits or in-kind contribution in first stage of development where possible 		X					
	Cross-functional and integrated, place-led approach <ul style="list-style-type: none"> Public Works Program is aligned to the Place and Community Needs Blueprint, and delivered via a cross functional team, incorporating scheduled and additional works proposed 		X					

CREDITS

Page 18-19

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

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

Page 33

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Page 37

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Page 38

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

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Page 48

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



