



DRAFT ISSUED FOR ADVERTISING AUGUST 2022

# Canning Bridge Activity Centre Plan



**my**  
**future**  
*Canning Bridge*



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

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

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# Executive Summary

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

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

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

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

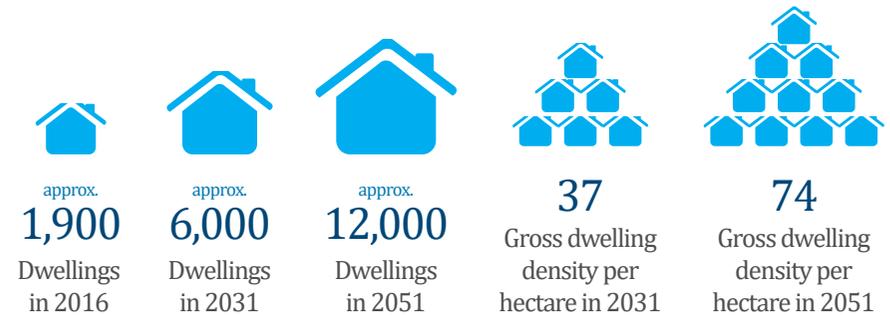
The following table comprises a summary of key CBACP information:

## Canning Bridge Activity Centre Plan Key Information

### Population



### Dwellings



### Employment



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Legend	
Mixed Use	
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Canning Bridge Activity Centre Plan Boundary	
Public Spaces	
Kwinana Freeway	
Canning Highway	
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Linking Pathways	
Pedestrian Crossing	
Landmark Building	
Transport Hub	

# Part One: Implementation Section

## 1 Activity Centre Plan Area

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



Canning Bridge Activity Centre Plan

## 2 Activity Centre Plan Content

The Canning Bridge Activity Centre Plan (CBACP) comprises;

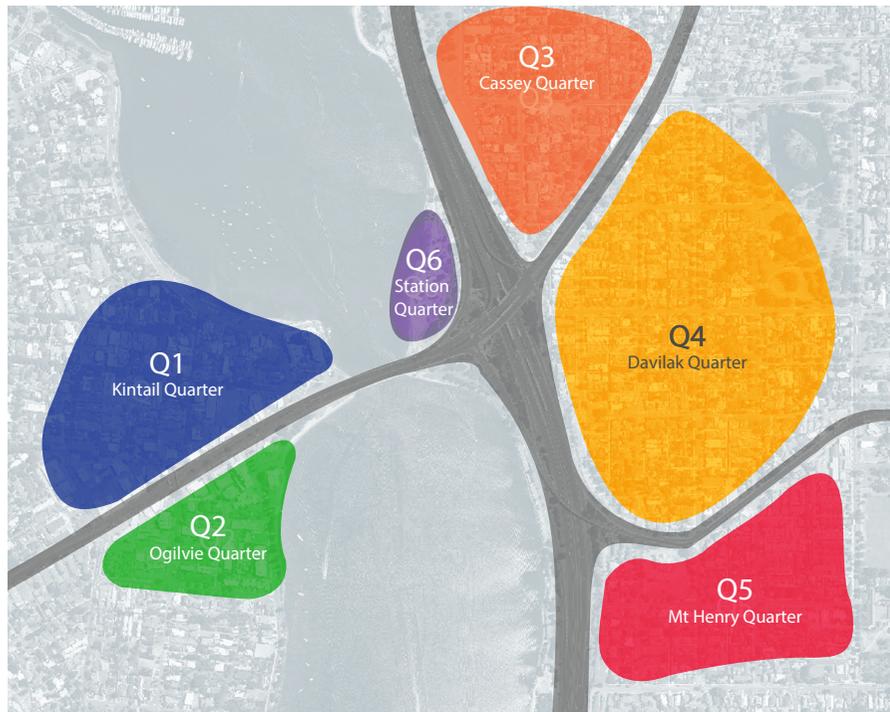
Part One – Implementation section and

Part Two – Explanatory section

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

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

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



Canning Bridge Activity Centre Plan Quarters

## 3 Activity Centre Plan Objectives

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

### 3.1 Canning Bridge Activity Centre Plan Guiding Principles

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

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

### 3.2 Canning Bridge Activity Centre Plan Objectives

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

The CBACP area objectives are:

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

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

### 3.3 Canning Bridge Activity Centre Plan Goals

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

#### *Consultation*

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

#### *Place activation*

- G2** The local character, function and strength of each unique 'Quarter' (see Section 7) will be built upon in the implementation of the CBACP. Local events, such as fresh produce and hawkers markets and concerts, will be encouraged and enabled and the CBACP area will be known as a place to work, live and visit.
- G3** Q6 will be a vibrant hub for passengers moving freely and safely between transport types and enjoying the adjacent parklands and river front. The journey to and from Q6 will be comfortable and memorable.

#### *Built Form*

- G4** The CBACP area will be a demonstration of quality architecture with a strong focus on built form and public space interaction, providing multiple accommodation, commercial and employment opportunities.
- G5** The CBACP area will be welcoming to all members of the community and will provide a range of accommodation and recreation options for the variety of cultures, socio-economic groups and age groups which live, work and play in the area.

#### *Innovation*

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

#### *Accessibility*

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

#### *Sustainability*

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

*Crime Prevention*

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

*Environment*

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

*Staging and implementation*

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

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

## 4 Interpretation and Scheme Relationship

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

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

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

### 4.1 Implications

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

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

Table 1 Statutory Implementation Pathway

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

## 4.1.1 Amendments to the Metropolitan Region Scheme

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

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

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

## 4.1.2 Amendments to the local planning schemes

### *City of Melville Local Planning Scheme No 6*

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

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

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

### *City of South Perth Town Planning Scheme No 6*

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

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

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

### 4.1.3 Special Consideration Areas

#### *Canning Highway*

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

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

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

#### *Cassey Street*

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

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

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

## 5 Operation

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

## 6 Land Use and Development

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

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

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

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

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

### 6.1 Interpretations

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

### 6.2 Developer Contributions

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

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

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

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

### 6.3 Studies and Plans Required

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

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

Table 2 Additional Information

### 6.4 Staging

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

## 7 Design Guidelines

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

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

### Introduction

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

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

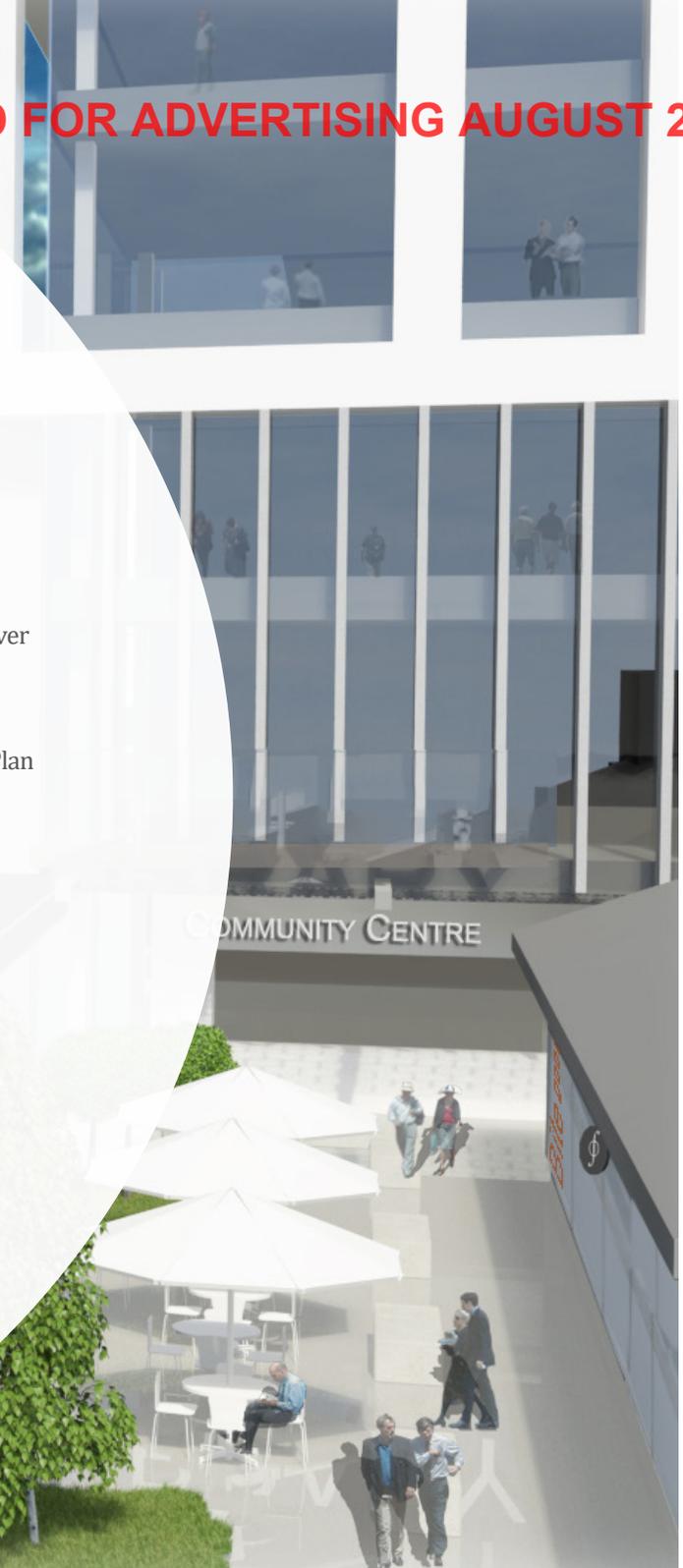
The Guidelines have been developed to support the City of Melville and the City of South Perth to encourage the development of a vibrant community.

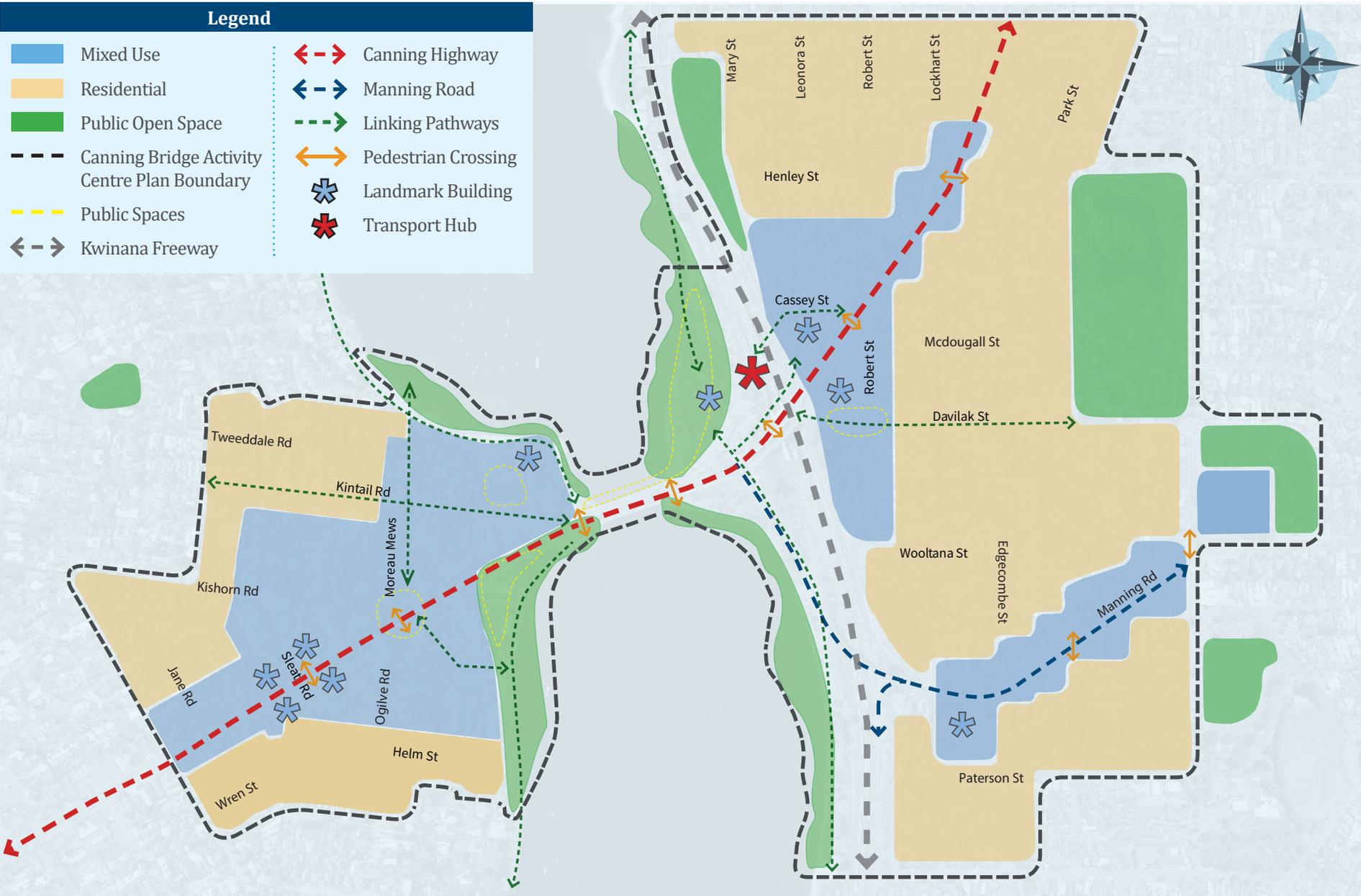
Development proposed within the area shall be considered against the Objectives, Desired Outcomes and Requirements within this document, and in accordance with the process identified in Division One of this document.

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

### Vision Statement

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





**Figure 1** Canning Bridge Activity Centre Plan

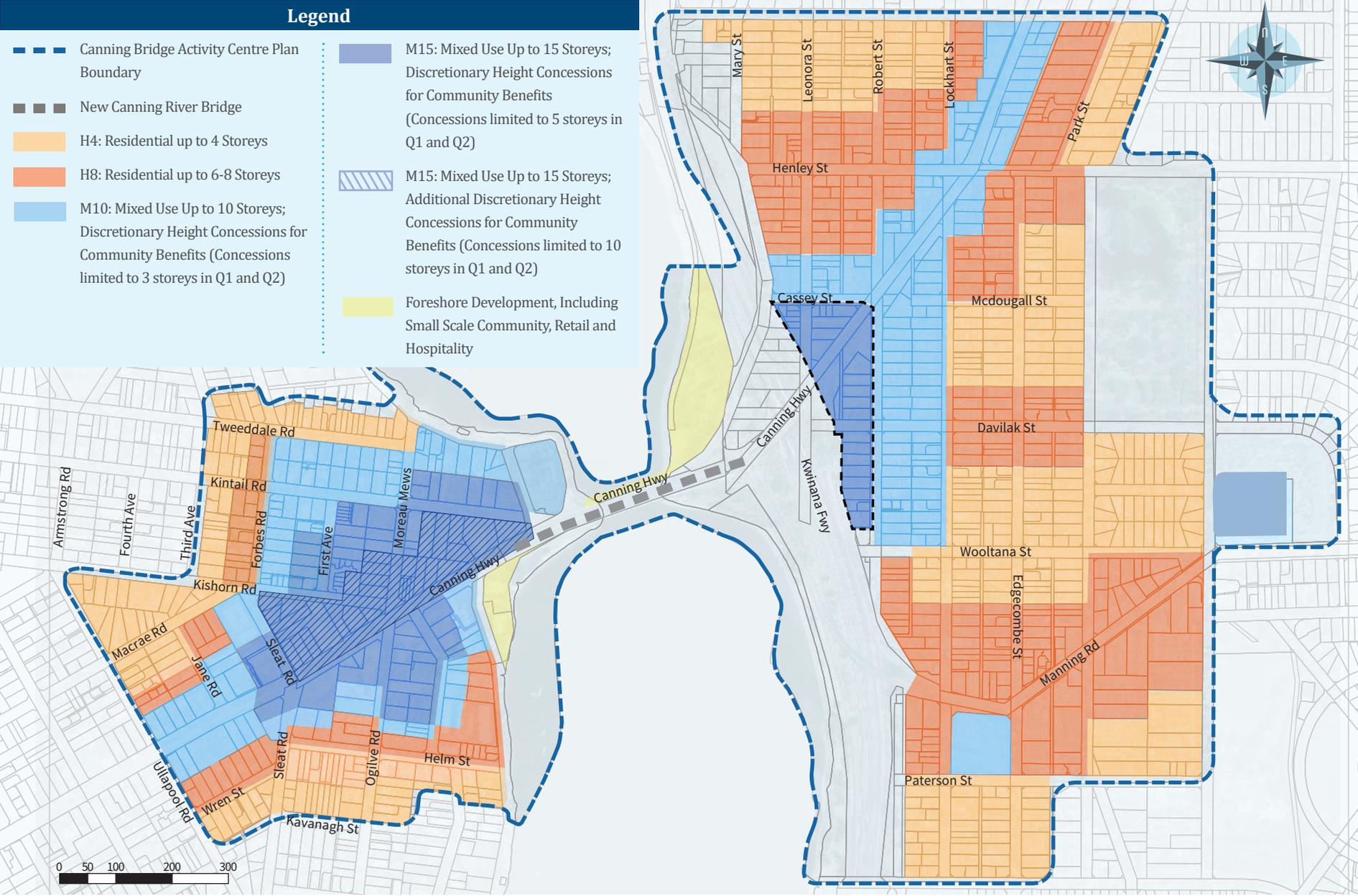


Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones

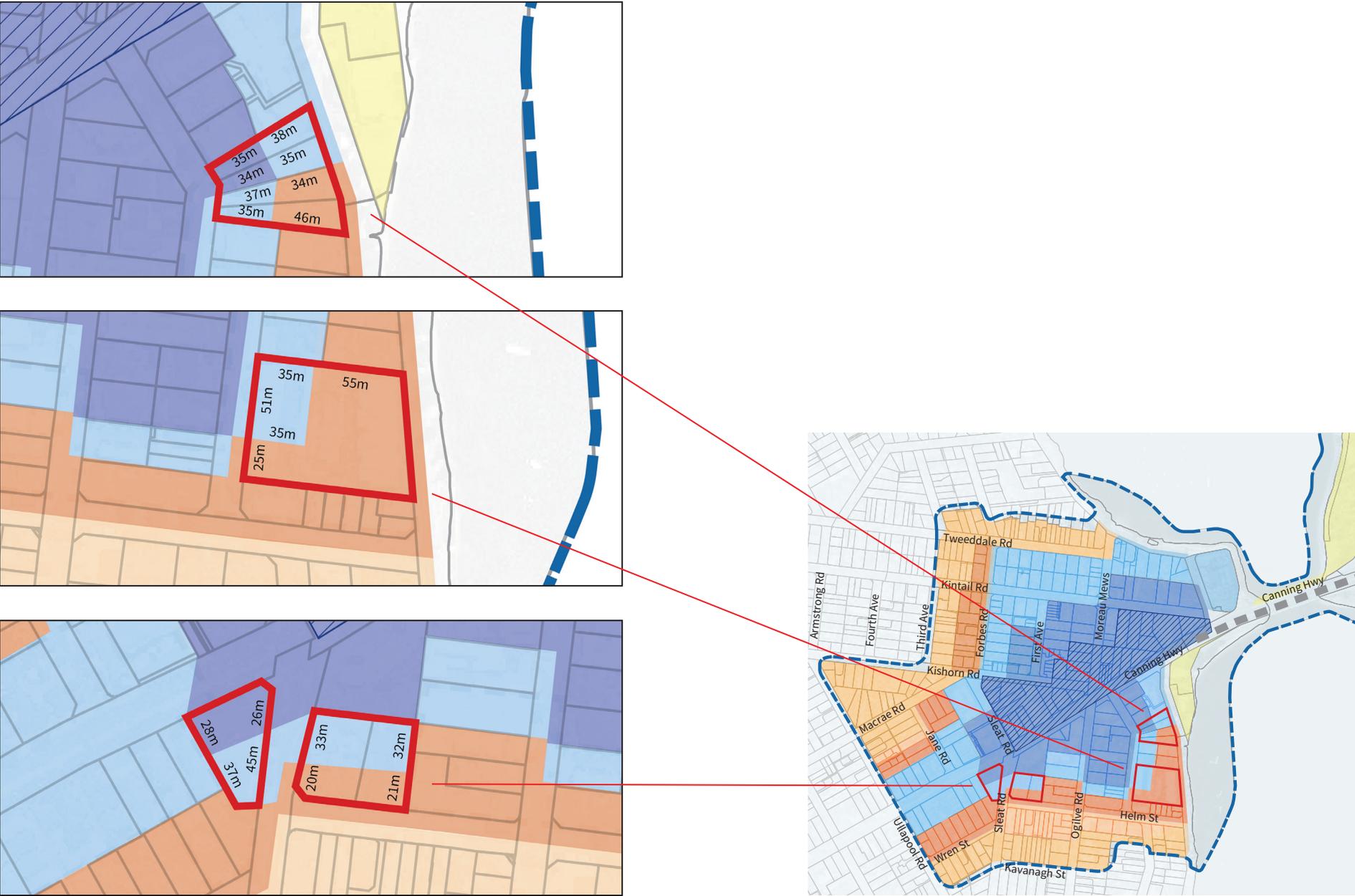


Figure 2a Canning Bridge Activity Centre Plan Detailed Zoning Insets



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

## Canning Bridge Activity Centre Plan Design Guidelines - Division One

### Operation

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

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

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

### Structure

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

### Purpose

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

The Guidelines seek to enable the following:

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

Q3  
Cassey Quarter

Q6  
Station  
Quarter

Q4  
Davilak Quarter

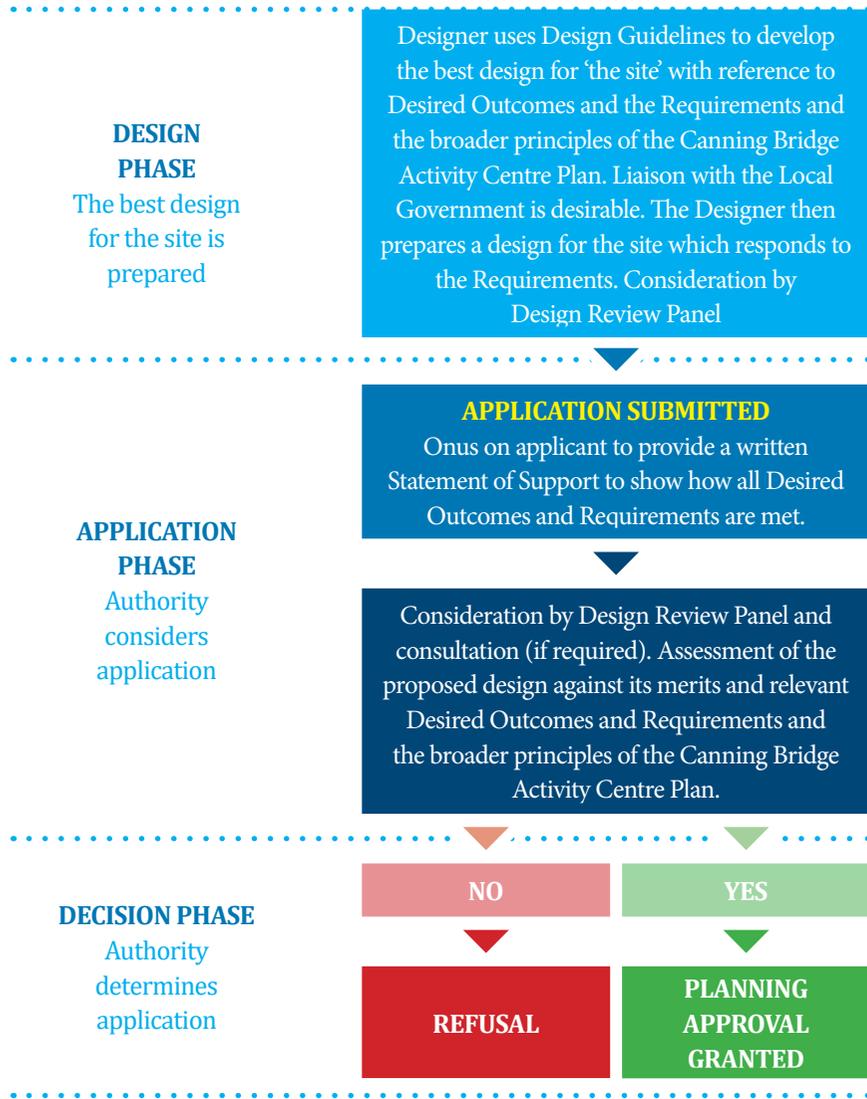
Q1  
Kintail Quarter

Q2  
Ogilvie Quarter

Q5  
Mt Henry Quarter

**Approval**

The process for seeking a planning approval within the CBACP area is illustrated in the process flowchart in Figure 4.



**Figure 5** Planning Approval Process

**Related Documents**

**State Planning Policy 7.3 – Residential Design Codes**

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

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

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

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

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

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

**Other Legislation**

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

## Canning Bridge Activity Centre Design Guidelines – Division Two

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

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

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

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

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

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

Land Use, Built Form and Zones Plan Legend	Maximum Height applied in metres	Guidelines Naming Reference
Mixed Use up to 15 stories	Maximum Mixed Use up to 48 metres in height	M15
Mixed Use up to 10 stories	Maximum Mixed Use up to 32 metres in height	M10
Residential 6-8 stories	Maximum Residential Use up to 26 metres in height	H8
Residential up to 4 stories	Maximum Residential up to 16 metres in height (14 metres in Q1 & Q2)	H4
Civic	To be determined on a case by case basis	Civic

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

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

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

## Element 1 - Land Use

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

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

This section applies to the relevant Quarters as shown in Figure 3 and indicated in the relevant Requirement of Table 1.

Table 3 Land Use

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

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

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

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## DRAFT ISSUED FOR ADVERTISING AUGUST 2022

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

(cont.)

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

## Element 2 - Site Planning and Built Form

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

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

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

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

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

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



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



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

Element	Desired Outcomes	Requirements
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- 2.7 Within Q1 and Q2 the following stipulations also apply:
- 2.7.1 The relationship to the street environment, ground floor land uses and between buildings, particularly at the lower floors and ground plane, is guided by Figure 3, Frontage Types.
  - 2.7.2 Mass and form for any sites abutting the ACP boundary will be primarily driven by their impact on neighbouring properties outside of the ACP area. Specifically, controls for overshadowing and visual privacy are considered to have primacy and shall not be exceeded except with the written consent of the owner(s) of the affected property/ies.
  - 2.7.3 Tower floorplates shall be limited in size to 900sqm
  - 2.7.4 The following plot ratio limits apply for development within each Zone, unless bonuses are being sought under Elements 21 and 22 of the ACP:

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



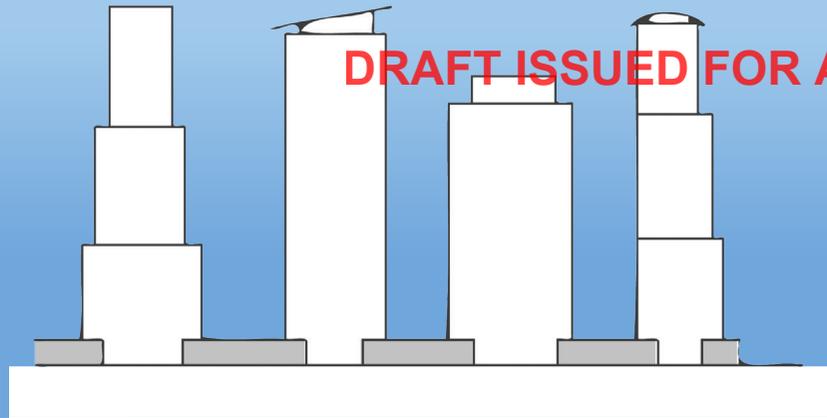
Figure 8 Active and continuous frontage



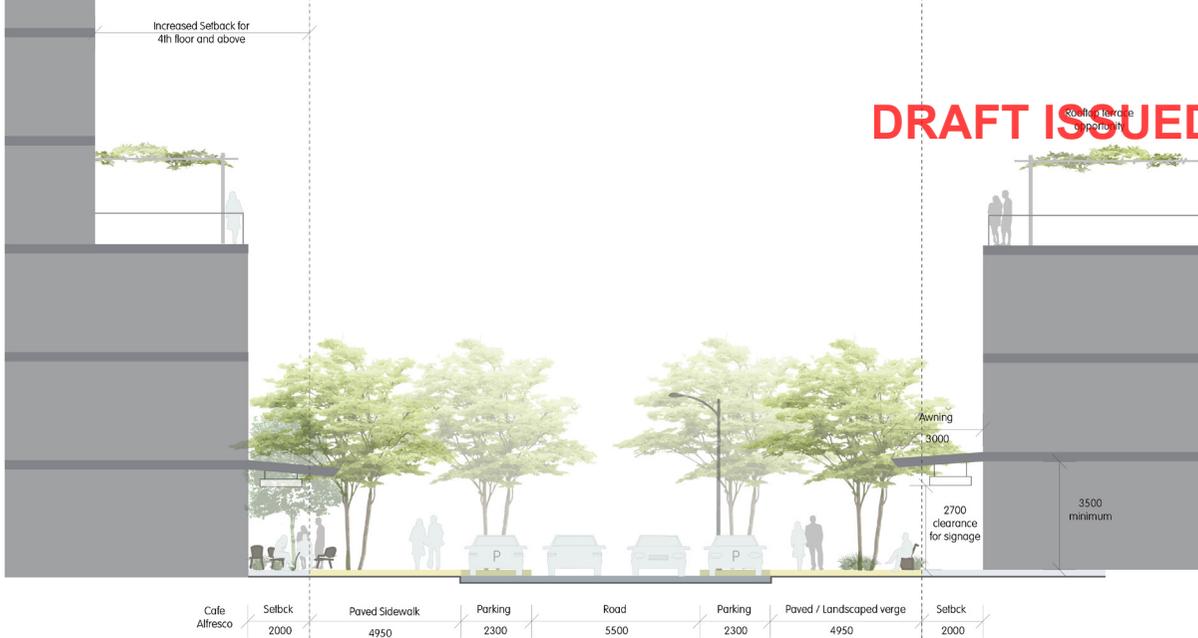
Figure 9 Mixed Frontage



Figure 10 Residential Frontage



Element	Desired Outcomes	Requirements
<p>3. Heights</p>	<p><b>DO 3</b></p> <p>To ensure that building heights are consistent with the desired scale and built form of the centre and to ensure that the interface between Zones is appropriately managed and the amenity of property both within and adjacent to the CBACP is adequately considered.</p> <p>Applicants are encouraged to provide variation in scale, bulk and form along the streetscape.</p> <p>Where an applicant proposes heights greater than those identified in these requirements the applicant may choose to have the development assessed against the Requirements of Element 21 and Element 22 of these Guidelines.</p> <p>Guidance specific to Q1 and Q2 is provided in clause 3.9 below</p> <p><i>NB: Building Height is defined in the Interpretation Section of these Guidelines.</i></p>	<p>3.1 Maximum building heights shall be in accordance with Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones Land Use, Built Form and Zones Plan, noting the minimum site area requirements of Clause 2.2 and 2.3.</p> <p>3.2 For buildings in the M15 Zone, notwithstanding the 15 storey height limit, no building shall exceed 48 metres above NGL. For buildings in the M10 Zone, notwithstanding the 10 storey height limit, no building shall exceed 32 metres above NGL.</p> <p>3.3 For Q3, Q4, Q5 and Q6, podiums which are developed in the M15 and M10 Zones shall be a minimum of 7 metres above NGL and shall not exceed 13.5 metres above NGL.</p> <p>3.4 Nothing in Clause 3.2 precludes the consideration of a bonus height allowance as provided for in Element 21 and Element 22.</p> <p>3.5 For buildings in the H8 Zone, notwithstanding the 8 storey height limit, no building shall exceed 26 metres above NGL. For buildings in the H4 Zone, notwithstanding the 4 storey height limit, no building shall exceed 14 metres above NGL in Q1 or Q2, or 16 metres above NGL in Q3, Q4 or Q5. Notwithstanding the above, buildings in the H4 zone in Q3, Q4 or Q5, may be developed up to a maximum of 6 storeys (building height of 20 metres above NGL) where the site area comprises a minimum of 1,200 square metres.</p> <p>3.6 Where the street has a change in NGL which would impact the height of one part of the building based on the NGL and maximum height at another part of the building, design shall respond to the fall of the land providing grade changes and varying building heights relevant to the overall building height at each point.</p> <p>3.7 Notwithstanding Clause 3.5, for Q3, Q4, Q5 and Q6 any H8 Zoned development which is immediately adjoining to the property boundary of a H4 Zoned site shall be designed to reduce impact to the adjoining property by being limited to a building height of 20 metres for that part of the development within 5 metres of the property boundary. The setback of the building can comprise balconies and terraces with open roofed structures.</p>



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

Element	Desired Outcomes	Requirements
		<p>3.8 Notwithstanding Clause 3.5, for Q3, Q4, Q5 and Q6 any H8 Zoned development which is immediately across the road from a H4 Zoned site shall be designed to reduce undue impact on the residential street by being limited to a building height of 20 metres for that part of the development within 5 metres of the street boundary. The setback of the building can comprise balconies and terraces with open roofed structures.</p> <p>3.9 Within Q1 and Q2 the following stipulations also apply:</p> <p>3.9.1 Podiums which are developed shall not exceed 10 metres in height above NGL</p> <p>3.9.2 Notwithstanding applicable height controls in metres, any mezzanine in a proposed development shall be counted as a storey</p> <p>3.9.3 Notwithstanding Clause 3.5, any M15, M10 or H8 Zoned development which is immediately adjoining to the property boundary of a H4 Zoned site shall be designed to reduce impact to the adjoining property by being limited to a building height of 20 metres for that part of the development within 6 metres of the property boundary. The setback of the building can comprise balconies and terraces with open roofed structures.</p> <p>3.9.4 Notwithstanding Clause 3.5, any M15, M10 or H8 Zoned development which is immediately across the road from a H4 Zoned site shall be designed to reduce undue impact on the residential street by being limited to a building height of 20 metres for that part of the development within 6 metres of the street boundary. The setback of the building can comprise balconies and terraces with open roofed structures.</p>

Element	Desired Outcomes	Requirements
<p>4. Street Setbacks</p>	<p><b>DO 4</b></p> <p>To ensure that the setback to buildings contributes to a distinct street character and that the form of multi-level development is sensitive to pedestrian scale.</p> <p>Podiums will provide an opportunity for creating a diversity of scale and form at lower levels, whilst taller elements are encouraged with setbacks comprising rooftop terraces and gardens at varying levels throughout development.</p> <p>Alternative means to reduce bulk and scale such as green walls and façade articulation are also encouraged. New buildings that are setback from the street boundary should not adversely affect the vibrancy and activity required to support the expected outcomes of the CBACP by creating unnecessary breaks in active frontages as per Figure 8.</p> <p>Guidance specific to Q1 and Q2 is provided in clause 4.10 below</p>	<p>4.1 For Q3, Q4, Q5 and Q6, all development in M15 and M10 Zones shall address the street with a minimum of 2 storeys of podium level development in accordance with the height Requirements of Clause 3.3. All development including and above the fourth floor of the development is to be setback from the primary and secondary streets a minimum of 5 metres from the property boundary.</p> <p>4.2 For Q3, Q4, Q5 and Q6, all development in M15 Zones shall have a minimum Nil and maximum 2 metre setback to street boundaries unless the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan.</p> <p>4.3 Except where the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan (see Element 6), all development in the M10 Zone in Q3, Q4 and Q5 shall have a minimum of 3 metre and maximum 5 metre setback to street boundaries.</p> <p>4.4 Notwithstanding anything in Clause 4.2 and 4.3, for Q3, Q4, Q5 and Q6, all development in the M15 and M10 Zones in Q3, Q4 and Q5 adjacent to Canning Highway shall comprise a minimum 3 metre depth colonnade fronting Canning Highway at nil setback.</p> <p>4.5 All development within H8 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre front setback.</p> <p>4.6 All development within H4 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre setback.</p> <p>4.7 Development that proposes a variation to this setback by way of public spaces and plazas will be considered on its merit, where the development of appropriate public spaces/plazas is considered to contribute to the quality of the centre at that location. Figure 6 provides some illustration of how this may be achieved.</p> <p>4.8 All development within the Q6 areas shall be assessed on its merit.</p> <p>4.9 Where a street setback is required, the setback area shall be activated and/or landscaped.</p> <p>4.10 Within Q1 and Q2 the following stipulations also apply:</p> <p>4.10.1 All street setbacks shall be in accordance with frontage types stipulated in Figure 3, as follows:</p> <ul style="list-style-type: none"> <li>• Active frontages: Min 2 metres, may be varied to nil if justified by local streetscape context</li> <li>• Mixed frontages :Min 4 metres</li> <li>• Residential frontages : Min 6 metres</li> </ul>

(cont.)

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

(cont.)

Element	Desired Outcomes	Requirements
5. Side and Rear setbacks		5.8 Within Q1 and Q2 the following stipulations also apply
		5.8.1 Within H4 Zones any structure located at roof level shall be setback a distance of 2.5 metres from the building edge at the side and rear boundaries.
		5.8.2 Tower elements for development in the M15, M10 or H8 Zone shall be setback a minimum of 6 metres from side or rear boundaries so as to provide a minimum 12 metre separation between tower elements on adjoining lots.
		5.8.3 Podium elements shall be in accordance with frontage types stipulated in Figure 3, as follows: a) for the forward side setback, not more than 15 metres behind the proposed building line <ul style="list-style-type: none"><li>Active frontages: Required 0 metres setback</li><li>Mixed frontages: Minimum 2 metres setback</li><li>Residential frontages: Minimum 6 metres setback or 20% of the lot width (whichever is lesser)</li></ul> b) for the balance of the side setback, more than 15 metres behind the proposed building line <ul style="list-style-type: none"><li>Active frontages: Minimum 4 metres setback</li><li>Mixed frontages: Minimum 4 metres setback</li><li>Residential frontages: Minimum 6 metres setback or 20% of the lot width (whichever is lesser)</li></ul>

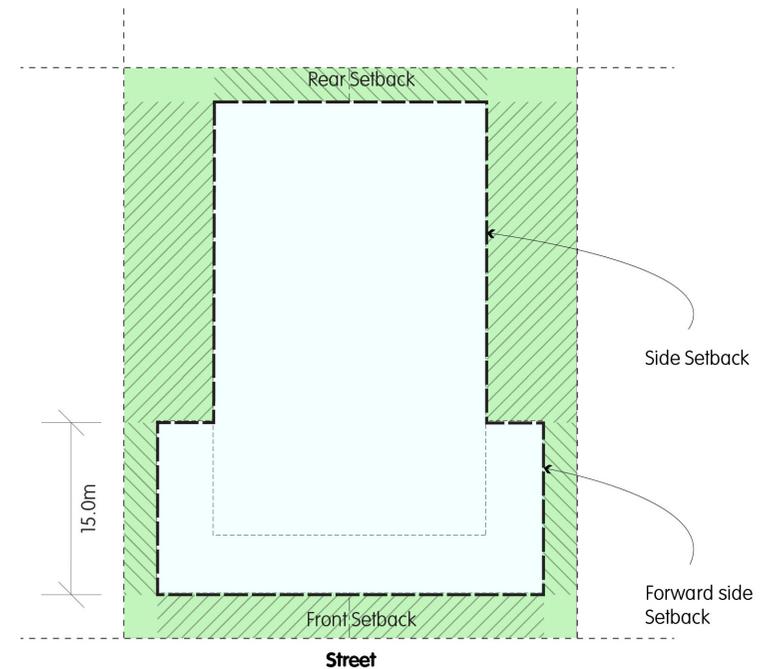


Figure 12

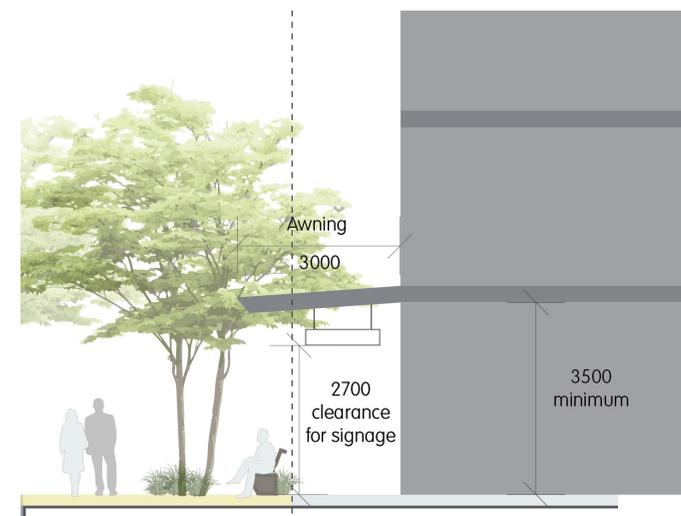


Figure 13

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Element	Desired Outcomes	Requirements
		<p>5.8.4 Development within the H4 zone shall be setback a minimum of 6 metres or 20% of the lot width (whichever is lesser) from side boundaries, and 6 metres from the rear boundary</p> <p>5.8.5 Notwithstanding the preceding clauses, development on any site adjoining residential zoned land outside of the Canning Bridge Activity Centre Plan shall protect the amenity of the adjoining land. Specifically:</p> <ul style="list-style-type: none"><li>a) In respect of Solar Access, buildings shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed:<ul style="list-style-type: none"><li>i) adjoining properties coded R25 and lower -- 25% of the site area</li><li>ii) adjoining properties coded R30 – R40 - 35% of the site area</li><li>iii) adjoining properties coded R50 – R60 – 50% of the site area</li><li>iv) adjoining properties coded R80 or higher – Nil requirements</li></ul></li><li>b) Visual Privacy of the adjoining land shall be maintained as stipulated for the density code of the adjoining land as stipulated in Table 3.5 of the Residential Design Codes Vol.2</li><li>c) Provisions 5.8.6 a) and 5.8.6 b) shall not be varied except with the written consent of neighbouring landowners</li></ul>

(cont.)

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

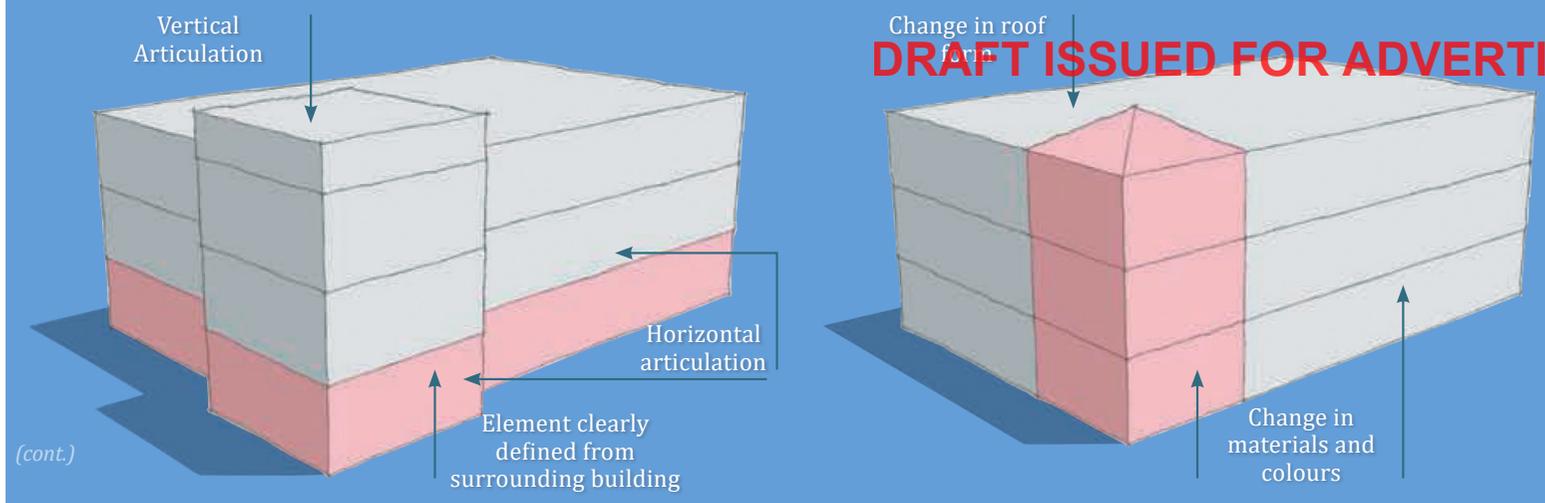
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Element	Desired Outcomes	Requirements
7. Canning Highway	<p><b>DO 7</b></p> <p>Canning Highway will continue to be a busy and congested road network. Design should address the highway without being overly imposing.</p> <p>Design should consider adjacent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

(cont.)

Element	Desired Outcomes	Requirements
8. Landmark Buildings	<p><b>DO 8</b></p> <p>It is desirable to facilitate 'Landmark' (iconic) development at key site locations and to ensure that built form supports wayfinding and contributes to the sense of arrival into the area.</p> <p>Landmarks do not necessarily need to comprise excessively tall elements to achieve the desired outcomes (in Q1 and Q2 these are specifically controlled through alternative height controls). Buildings which provide demonstrable higher quality design outcomes, more pronounced podium development with terraced gardens or which have vertical architectural features are also encouraged.</p>	<p>8.1 Landmark development shall be required at all quadrants of the intersection of Sleat Road and Canning Highway, and for the sites located at the point at which Canning Highway meets the Freeway interchange in Como as identified on Figure 1 Canning Bridge Activity Centre Plan.</p> <p>8.2 Landmark development will comprise vertical or horizontal articulation of the building form, or provide a change in materials and colour, so as to clearly identify the building as a key landmark in the development of the centre as per Figure 12.</p> <p>8.3 Notwithstanding the Requirements of Clause 3.2 and 3.3 variations to the height of podiums of up to two storeys (in Q3, Q4 and Q5) and variations to setbacks (in all quarters) will be considered on a case by case basis for landmark buildings.</p>

Element	Desired Outcomes	Requirements
<p>9. Facades</p>	<p><b>DO 9</b></p> <p>Development of the centre should respond sensitively to the site and support a sense of place. Development should be pleasing to the eye, be interactive, and provide definition between public and private spaces.</p> <p>Maintaining a strong urban edge (in appropriate locations) with the built form and providing a variety of high quality architectural forms and features will attract people to the centre and establish a sense of place.</p> <p>Within Q3, Q4, Q5 and Q6, continuous frontages are required in all M15 and M10 Zones with large amounts of clear glazing that will promote visual interest.</p> <p>Shopfronts at ground floor level should provide for attractive window displays and restrained signage. Within Q1 and Q2, façade design and presentation to streets is based on Figure 3, independent of zones within the ACP.</p> <p>Activities at ground level shall aim to provide interest for pedestrians within Q3, Q4, Q5 and Q6, and in identified areas of Active frontages in Q1 and Q2. Such activities include retailing, cafes and restaurants that encourage and are associated with activity in non-business hours.</p> <p>Guidance specific to Q1 and Q2 is provided in clause 9.8 below</p>	<p>9.1 Development shall be designed in accordance with Residential Design Codes Vol.2 Element 4.10.</p> <p>9.2 Within Q3, Q4, Q5 and Q6, proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less than 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage.</p> <p>9.3 Within Q3, Q4, Q5 and Q6, semi active frontages are required in all Residential Zones with a minimum of 35% of the frontage incorporating windows or doorways with passive visual surveillance of the adjacent street at ground level.</p> <p>9.4 Windows and balconies shall be incorporated into the design of developments above ground level. Private open space and balconies designed in accordance with Residential Design Codes Vol.2 Element 4.4.</p> <p>9.5 Developments shall be designed so as to discourage vandalism by use of materials such as sacrificial paint or architectural features to discourage inappropriate activity.</p> <p>9.6 Pedestrian links within development sites shall be of a design that incorporates visual interest and activity including retail and food and beverage activities or civic or community spaces.</p> <p>9.7 Unless stipulated otherwise, development shall be designed in accordance with Residential Design Codes Vol.2 Element 3.6.</p> <p>9.8 Within Q1 and Q2 the following stipulations also apply:</p> <p>9.8.1 Controls for the lower two storeys of buildings shall be guided by figure 3 of the ACP</p> <ul style="list-style-type: none"> <li>a) For Active frontages, glazing shall comprise no less than 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage.</li> <li>b) For Mixed frontages proposed development shall incorporate a minimum of 35% of the frontage incorporating windows or doorways with passive visual surveillance of the adjacent street at ground level.</li> <li>c) For Residential frontages proposed development shall provide passive visual surveillance of the street at ground floor and upper levels</li> </ul> <p>9.8.2 The internal floor level of any development shall, where possible, have a finished floor level no greater than 500 mm below or above the adjoining footpath or verge level to ensure interaction between pedestrians and the adjoining buildings. Development which fronts a street with differing levels should consider innovative design to meet this requirement.</p> <p>9.8.3 Facades in general and ground and first floor facades in particular shall demonstrably complement the existing and proposed adjacent streetscape.</p>



**Figure 14**

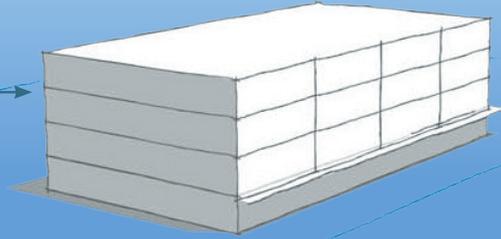
Element	Desired Outcomes	Requirements
<p>10. Open Space and Landscaping</p>	<p><b>DO 10</b></p> <p>To encourage intensity of development whilst also catering for the enjoyment, comfort and sense of security of centre users, the majority of M15 and M10 development sites will have significant site coverage at ground level, particularly at the street frontage, to maintain a continuous and interesting frontage as provided for in Elements 2 – 8 of these Guidelines.</p> <p>However, open space at ground levels in the form of active plazas, public or private open space at podium levels which are visible from the streetscape, terraced areas and balconies and rooftop gardens is encouraged. Ground floor or podium level open space should comprise trees and other vegetation to contribute to the overall leafy nature of the CBACP area.</p>	<p>10.1 Development may cover 100% of the site area for all development in M15 and M10 Zones subject to the setback Requirements of Element 4.</p> <p>10.2 Notwithstanding Clause 10.1, where setbacks or open space is proposed for M15 and M10 Zone development, landscaped spaces shall be provided. Landscaping is also encouraged at podium level or within large scale balconies or on roofs.</p> <p>10.3 Notwithstanding Clause 10.1, all development in the M15 and M10 Zone shall provide a minimum area of landscaping equal to 75% of the overall site area. This can be achieved via landscaped rooftop terraces or gardens, green walls, podiums and communal open space areas and does not have to comprise only of vegetated area. Balconies with an area of 12m<sup>2</sup> or greater shall be included in this area calculation.</p> <p>10.4 Development in the H8 Zone shall be provided with a minimum provision of 30% open space which shall be provided in shared common space at ground levels and/ or shared common space on areas such as the roof. For development in the H8 zone, the open space provision include deep soil and tree provision as per Residential Design Codes Vol.2 Design Element 3.3 and the required open space area in addition to the deep soil zone be landscaped in accordance with Residential Design Codes Vol.2 Element 4.12.</p> <p>10.5 Development in the H4 Zone shall be provided with a minimum provision of 40% open space which shall be provided in shared common space at ground levels and/or shared common space on areas such as the roof. For development in the H4 zone, the open space provision include deep soil zones as per State Residential Design Codes Vol.2 Element 3.3 and the required open space area in addition to the deep soil zone be landscaped in accordance with Residential Design Codes Vol.2 Element 4.12.</p>

(cont.)

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

**FRONTAGE BUILD OUT  
- STAGE ONE -**

Building spans required frontage (as per DAP) with space for future on ground construction



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**FRONTAGE BUILD OUT  
- STAGE TWO -**

On ground expansion of building



**Figure 15** Adaptable development solutions for staged development

Element	Desired Outcomes	Requirements
	<p>Principles which should be applied include:</p> <ul style="list-style-type: none"> <li>• Minimise operational and maintenance costs of the development;</li> <li>• Innovative and integrated water resource management;</li> <li>• Reduction in the use of fossil fuel energy by using renewable energy supply sources and employing demand-efficient building techniques and technologies; and</li> <li>• Biodiversity and habitat enhancement through appropriate and native landscaping.</li> </ul> <p>To achieve the Desired Outcomes development is expected to reflect best practice, with a design rating of 5 Stars under the national rating scheme of the Green Building Council of Australia.</p>	<p>11.5 All new development shall be designed to maximise passive solar principles for heating, cooling, ventilation and energy conservation. East and west facing glazing shall be minimised and shading devices shall be employed to reduce heat loads within buildings and reduce the need for air-conditioning systems. All buildings shall be designed to enable access to natural light and cross ventilation. At a minimum, all new development shall achieve a 5-Star Green Star design rating. New development excludes development which would otherwise be exempted from assessment under the City of South Perth environmentally sustainable buildings policy. In the M10 and M15 areas, as evidence in support of compliance with the required rating. Applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.</p> <p>11.6 In the H4 and H8 areas, as evidence in support of compliance with the required rating, as a minimum applicants shall submit as part of their development application a report from a Green Building Council of Australia qualified consultant demonstrating that the proposal will achieve the required level of performance. In these areas (H4 and H8) any development approval granted will be conditional upon the development being designed and constructed to include the elements identified in the supporting consultants report.</p> <p>11.7 Additionally, development designed in accordance with Residential Design Codes Vol.2 Element 4.15 and 4.16 in respect to energy efficiency and water management.</p>



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

Public Spaces

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

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

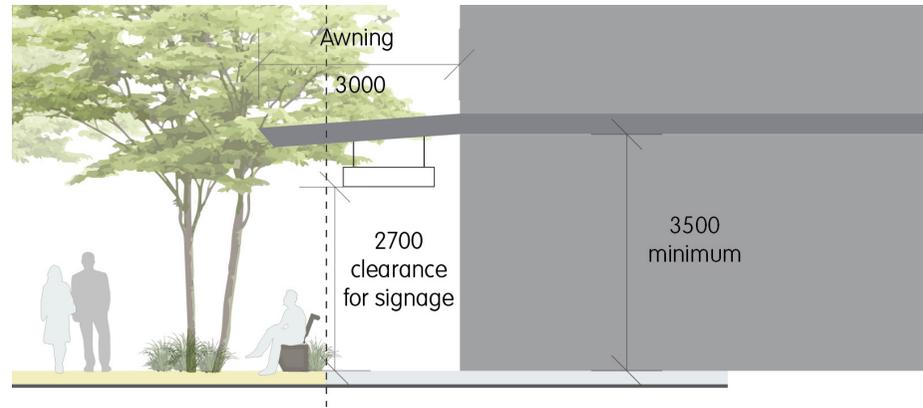


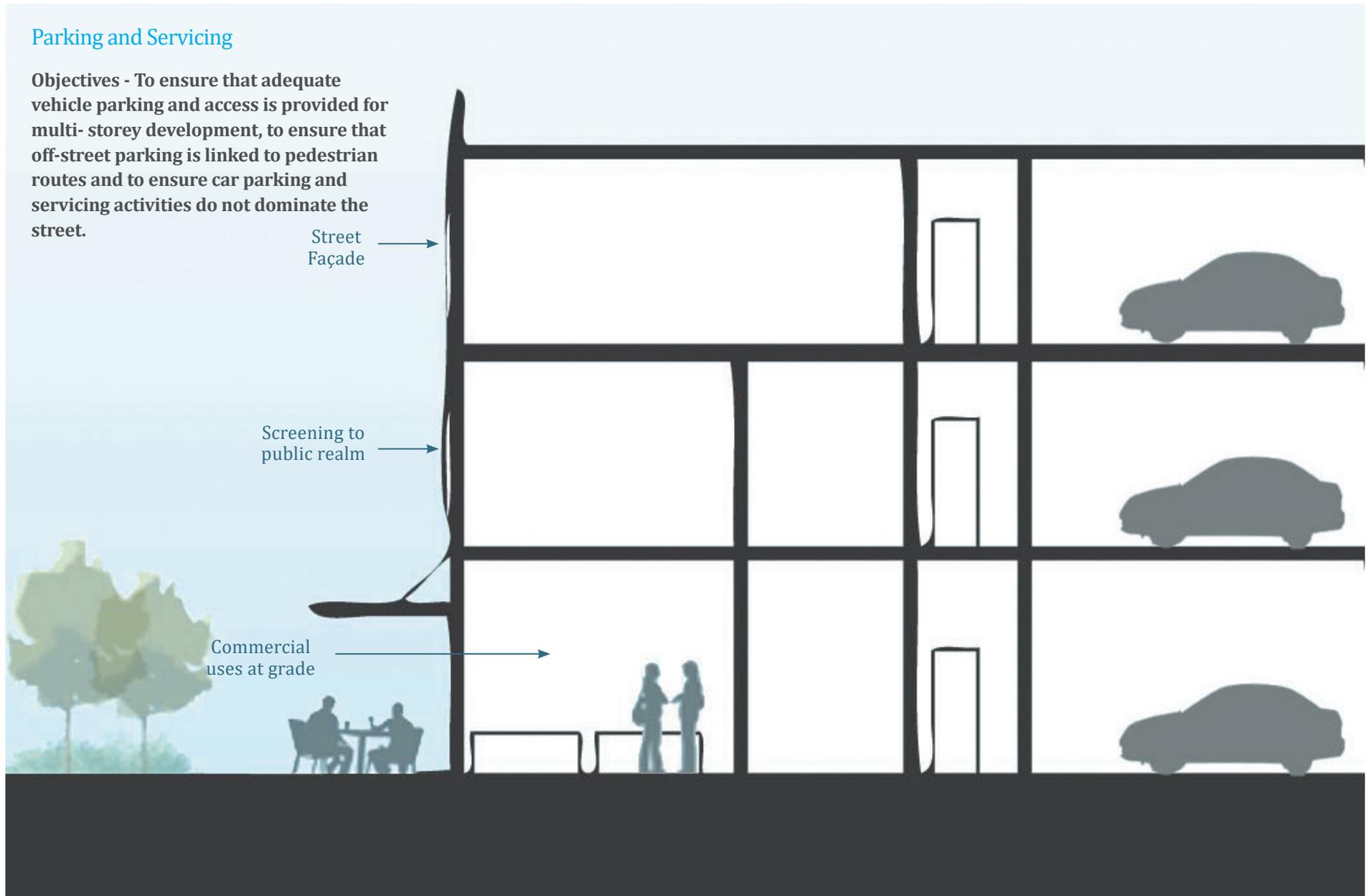
Figure 16 Clearance to advertising signage

Table 5 Public Spaces

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

(cont.)

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



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

Element	Desired Outcomes	Requirements																					
18. Parking	<p><b>DO 18</b></p> <p>Parking is an important element to consider for development, and considerable analysis has been undertaken to respond to this need.</p> <p>Parking should be provided to ensure that the CBACP area can provide for its residents and guests, but should balance this need with a need to discourage private vehicle travel generally.</p> <p>Alternative transport is encouraged by way of providing for bicycle parking and storage, and motorcycle and scooter parking.</p> <p>Basement and multi storey car parks can present long blank walls to the street, or a gap with undesirable views into the basement car park, which should be avoided.</p> <p>Within Q1 and Q2, provision of cash in lieu of parking has been incentivised to promote modal shift, shared and well-located parking facilities, and a stronger local economy.</p>	<p>18.1 Basement car parking or parking sleased by other uses is encouraged within the CBACP area. All parking areas shall be well lit and clearly signed. In the M10 and M15 Zones, all parking areas other than for visitors or commercial deliveries shall preferably be provided in a basement, or if not, then shall be concealed within the building behind residential or non-residential floor space. Vehicle access shall be designed in accordance with Residential Design Codes Vol.2 Element 3.8.</p> <p>18.2 Unbundled or reciprocal or shared car parking is recommended in the M15 Zones. Where reciprocal parking is provided for shared public and private use, signage shall be clear.</p> <p>18.3 Car parking and motorcycle/scooter parking for residential development shall be provided as follows</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #005596; color: white;">Dwelling type</th> <th style="background-color: #005596; color: white;">Q1 &amp; Q2</th> <th style="background-color: #005596; color: white;">Q3, Q4 &amp; Q5</th> </tr> </thead> <tbody> <tr> <td>Studio or single bedroom dwellings</td> <td>Min: 0.75 Max: 1.0</td> <td>Min: 0.75</td> </tr> <tr> <td>Two or three bedroom dwellings</td> <td>Min: 1.0 Max: 1.5</td> <td>Min: 1.0</td> </tr> <tr> <td>Four or greater bedroom dwellings</td> <td>Min: 1.25 Max: 2.0</td> <td>Min: 1.25</td> </tr> <tr> <td>Residential visitor</td> <td>N/A</td> <td>1 bay per eight dwellings for developments greater than 12 dwellings.</td> </tr> <tr> <td>Motorcycle/Scooter parking</td> <td>N/A</td> <td>1 motorcycle/scooter space for every 10 car bays for developments greater than 20 dwellings</td> </tr> <tr> <td>Notes</td> <td colspan="2">Cash in lieu is available for all parking (residential and non-residential), as prescribed and discounted in City of Melville's Local Planning Policy 1.6, Car Parking and Access. Refer clause 18.11.3</td> </tr> </tbody> </table> <p>Where residential visitor parking is provided, car parking areas not be located within the street setback and not be visually prominent from the street. Vehicle parking areas designed in accordance with Residential Design Codes Vol.2 Element 3.9.</p> <p>18.4 Car parking for non-residential development in Q1 and Q2 shall be not less than one bay per 50m<sup>2</sup> of net lettable area and not more than one bay per 25m<sup>2</sup> of net lettable area. Car parking for non-residential development in Q3, Q4 and Q5 shall be not less than one bay per 50m<sup>2</sup> of net lettable area.</p>	Dwelling type	Q1 & Q2	Q3, Q4 & Q5	Studio or single bedroom dwellings	Min: 0.75 Max: 1.0	Min: 0.75	Two or three bedroom dwellings	Min: 1.0 Max: 1.5	Min: 1.0	Four or greater bedroom dwellings	Min: 1.25 Max: 2.0	Min: 1.25	Residential visitor	N/A	1 bay per eight dwellings for developments greater than 12 dwellings.	Motorcycle/Scooter parking	N/A	1 motorcycle/scooter space for every 10 car bays for developments greater than 20 dwellings	Notes	Cash in lieu is available for all parking (residential and non-residential), as prescribed and discounted in City of Melville's Local Planning Policy 1.6, Car Parking and Access. Refer clause 18.11.3	
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Element	Desired Outcomes	Requirements
		<p>18.5 Where an applicant proposes a development which is required to provide car parking bays in accordance with Clause 18.3 or 18.4, that person may, if so agreed by the determining authority, make a cash payment to the relevant Council in lieu of the provision of all or any of the required number of car parking spaces. The cash payment shall be in accordance with the relevant clause relating to cash-in-lieu in relevant operative local planning scheme in each City. For the purposes of this Clause, the relevant Planning Scheme is considered to be the current or any future planning scheme gazetted for the relevant Local Authority.</p> <p>18.6 Scooter or motorbike parking shall be provided for all non-residential land uses at a ratio of one bay for every five car parking bays required in Clause 18.4.</p> <p>18.7 Bicycle storage/parking shall be provided for all non-residential land uses at a ratio of one bay per 100m<sup>2</sup> of net lettable area.</p> <p>18.8 Bicycle storage/parking shall be provided for all residential development at a ratio of one bay for every dwelling within a development site, and can be comprised within storage areas required as per Clause 19.5 or in shared parking areas or both. Within Q3, Q4 and Q5, visitor bicycle parking provided at a ratio of 1 bay per 10 dwellings.</p> <p>18.9 Where at-grade car parking is proposed as an interim measure prior to full development of the CBACP area in accordance with the Requirements of Element 13, the use of landscaping or other methods of screening shall be provided. Also encouraged is the use of shade structures, which may integrate solar panels, shade trees, landscaping, screen panels or innovative screening such as artworks which will reduce the visibility of car parking areas from the street.</p> <p>18.10 Where basement or multi-level car parks are proposed, effective screening techniques such as planting, semi-transparent fences or screens shall be used with a preference to sleeve car parking areas with active land uses as per Figure 15.</p>

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

## Safety and Security.

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

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

**Bonus Provisions**

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

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

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

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

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

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

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

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

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

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

Element	Desired Outcomes
21. Development Bonus based on Design Considerations	<p>21.1 Exemplary design is proposed in the opinion of the Design Review Panel and the relevant Desired Outcomes of all Elements are met or exceeded; and</p> <p>21.2 For development in the M15 Zone, the site shall have a minimum area of 2,600 m<sup>2</sup>; or</p> <p>21.3 For development in the M10 Zone, the site shall have a minimum area of 2,000 m<sup>2</sup>.</p> <p>21.4 In addition to Clause 21.1 and Clause 21.2 or 21.3, the applicant proposes the following:</p> <p style="margin-left: 20px;">21.4.1 The proposed development has been designed with regard for solar access for adjacent properties taking into account outdoor living areas, major openings to habitable rooms, solar collectors and balconies.</p> <p style="margin-left: 20px;">21.4.2 The proposed development meets or exceeds a 6 Star design rating under the Green Building Council of Australia or other equivalent rating system for the Cassey, Davilak, and Mt Henry Quarters (that is the Quarters within the City of South Perth). As evidence in support of compliance with the required rating, applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.</p> <p style="margin-left: 20px;">21.4.3 A traffic statement is submitted showing that the additional floorspace allowed will not unduly impact on the surrounding centre.</p> <p style="margin-left: 20px;">21.4.4 The proposed development includes the provision of infrastructure which supports area wide resource efficiency, such as plant and equipment required to reduce the demand for either building or area wide service infrastructure.</p> <p style="margin-left: 20px;">21.4.5 In addition to the requirements of Element 10, proposed development within the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville) demonstrates a mitigation of urban heat island effects through the provision and maintenance of landscaping which includes the planting of mature shade trees.</p> <p>21.5 Within Q1 and Q2 the following stipulations also apply:</p> <p style="margin-left: 20px;">21.5.1 In assessing exemplary design the Design Review Panel shall have particular regard to the external presentation of the proposed development to the surrounding community (for example the impact on the skyline, form, and the ground plane experience for pedestrians external to the proposed development.</p> <p style="margin-left: 20px;">21.5.2 Prior to issue of a certificate of occupancy, an audit of the building may be undertaken by the City of Melville against the approved plans demonstrating exemplary design, to ensure all elements of exemplary design have been delivered</p>
22. Development Bonus based on Community Considerations	<p>22.1 Within Q3, Q4, Q5 and Q6, the proposed development, meeting all other requirements, provides a community benefit for the users of the CBACP area in proportion to the additional development being proposed by achieving at least 4 of the following:</p> <p style="margin-left: 20px;">22.1.1 Design comprising high quality active street frontages, furniture and landscaping which contribute to the character of the centre and are kept and maintained by agreement with the owners and/or strata company of the building in perpetuity.</p>

Element	Desired Outcomes
	<p>22.1.2 Provision of landscaped spaces and/or other facilities accessible to the public such as rooftop and/or podium level gardens and/or incidental recreation spaces and/or equipment and entertainment facilities such as rooftop cinema.</p> <p>22.1.3 Provision of public facilities such as toilets, showers and sheltered bike storage.</p> <p>22.1.4 Affordable housing provided as part of an affordable housing scheme and ceded to the Department of Housing or relevant not-for-profit organisation.</p> <p>22.1.5 Improvement to pedestrian networks or the ceding, free of cost, of pedestrian linkages which contribute to the overall character and connectivity of the centre.</p> <p>22.1.6 Provision of view corridors and/or mid-winter sunlight into adjacent properties, particularly where public spaces are provided.</p> <p>22.1.7 Provision of community, communal and/or commercial meeting facilities.</p> <p>22.1.8 The development comprises a hotel.</p> <p>22.1.9 The development comprises an aged care facility.</p> <p>22.1.10 Where the development includes a lot boundary that adjoins Canning Highway and where road widening is required adjoining Canning Highway; the applicant proposes to cede land adjoining Canning Highway free of charge to the State of Western Australia for the purposes of road widening. In such case, the area ceded will be included in the total area calculations for the purpose of Clause 2.2 and 2.3 and/or Clause 21.2 and 21.3.</p> <p>22.1.11 The provision of car parking for public use beyond the users of the building, where such bays are ceded to the relevant Local Government free of charge or where such bays are unbundled from private ownership and are permanently made available to any user of the CBACP area by deed or agreement with the Local Government.</p>
	<p>22.2 Within Q1 and Q2 the following stipulations apply:</p> <p>22.2.1 Community benefits provided by the proposed development shall be items stipulated in the Place and Community Needs Blueprint . The value of community benefits provided on site contribution shall comprise 3% of the construction value of units in the proposed development, for that portion of the proposed development in excess of the base height and/or plot ratio (whichever is greater), valued on a pro rata basis</p> <p>22.2.2 In lieu of providing community benefits on site, a cash contribution may be agreed as an alternative. Such contribution shall comprise 3% of the construction value of units in the proposed development, for that portion of the proposed development in excess of the base height and/or plot ratio (whichever is greater), valued on a pro rata basis</p> <p>22.2.3 Where community benefit or a community benefit contribution is required, it shall be approved by the local government, and shall be provided (or otherwise secured) in full prior to occupancy of the first stage of development.</p> <p>22.2.4 In kind provision of community benefits may be provided to satisfy whole or part of the community benefit requirements under Element 22. In kind provision shall only be creditable if it is identified as being required by the Place and Community Needs Blueprint. Its value shall be determined by an independent Quantity Surveyor to the satisfaction of the City of Melville prior to issue of an occupancy certificate.</p> <p>22.2.5 Any shortfall in assessed value measured against the bonus requirement shall be paid as a contribution prior to issue of occupancy certificate.</p>

## 8 Interpretations

### Activation

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

### Affordable Housing

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

### Awnings

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

### Bed and Breakfast Accommodation (Applies to Q1 and Q2)

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

### Facade

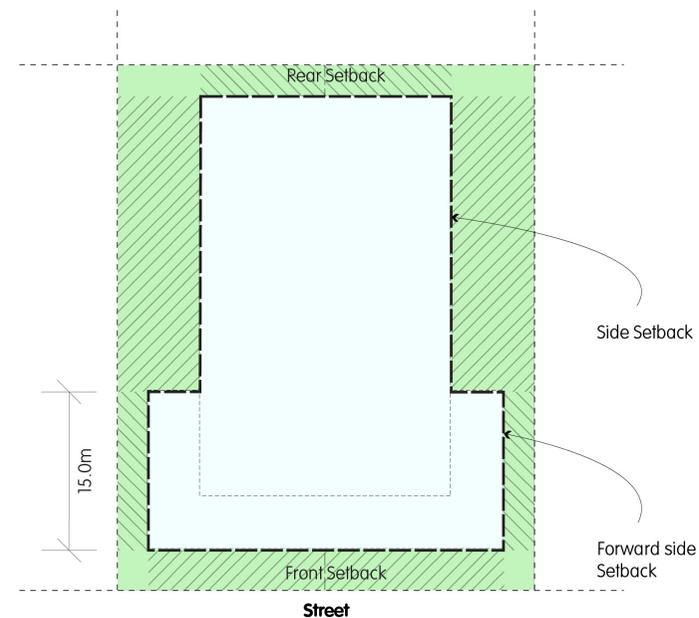
Means one exterior side of a building and can mean the exterior on the front, side and rear of the building.

### Fenestration

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

### Forward Side Setback (Applies to Q1 and Q2)

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



## Height

### 1. In metres

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

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

### 2. In storeys

Does not include a basement

## Holiday Accommodation (Applies to Q1 and Q2)

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

## Holiday Apartment (Applies to Q1 and Q2)

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

## Housing Diversity

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

## Mezzanine

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

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

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

## Place

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

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

- a) an area of land situate below low water mark on the sea shore or on the bank of tidal waters, or in the bed of any watercourse, lake or estuary; and
- b) any works or buildings situated there, their contents relevant to the purposes of this Act and such of their immediate surroundings as may be required for the purposes of the conservation of those works or buildings; and
- c) as much of the land beneath the place as is required for the purposes of its conservation.

## Plot Ratio (applies to Q1 and Q2)

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

## Podium

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

## Public Parking

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

## Reciprocal parking

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

## Residential Building (Applies to Q1 and Q2)

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

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

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

## Retail

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

## Solar collectors

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

## Statement of Support

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

## Storey

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

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

## Tourist Accommodation

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

### Tower

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

### Unbundled parking

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

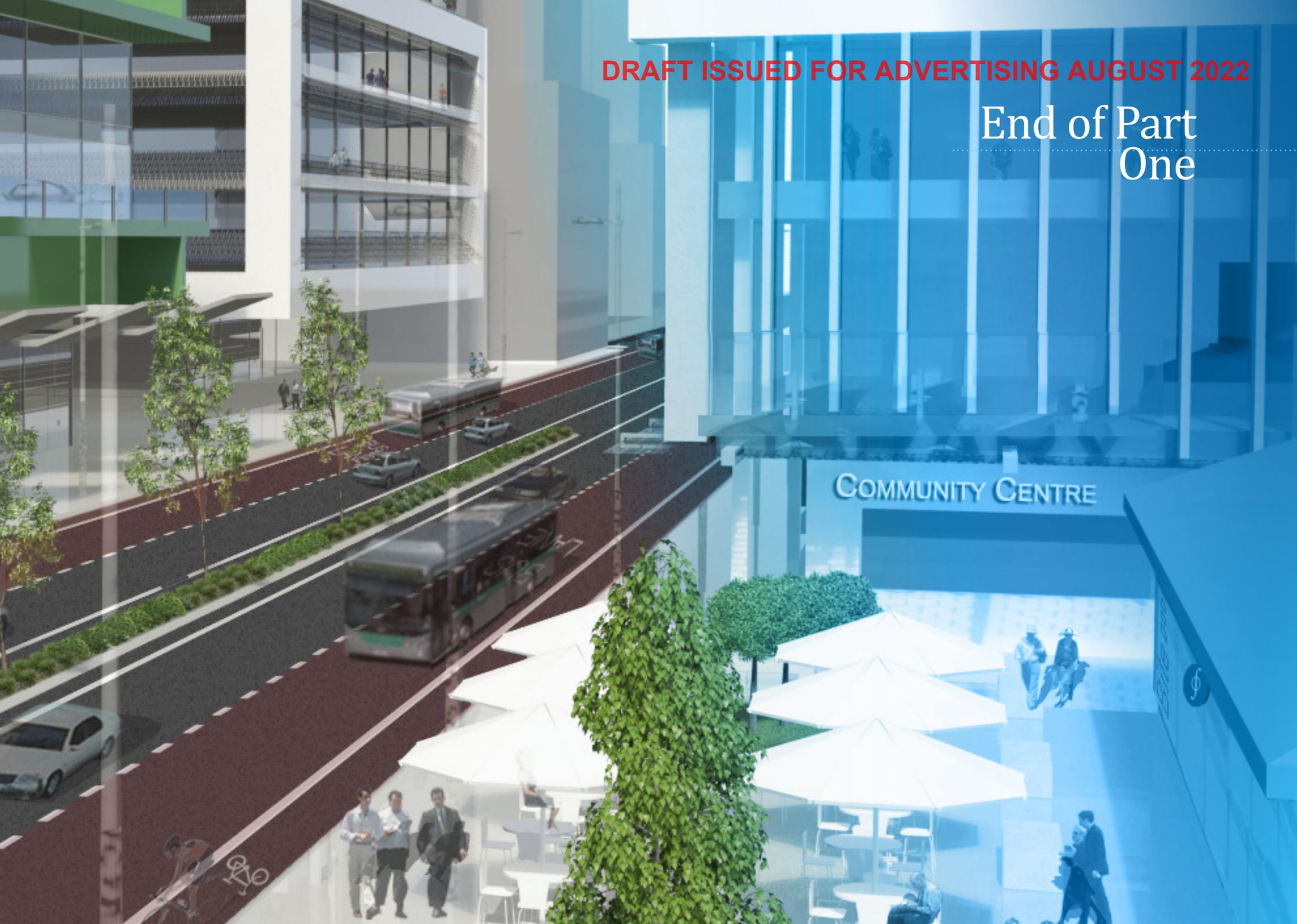


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# End of Part One



COMMUNITY CENTRE



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Figure 1 The Canning Bridge Activity Centre Plan

## 1.1 The Journey So Far - looking back

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

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

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

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

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

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

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

## 1.2 Purpose

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

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

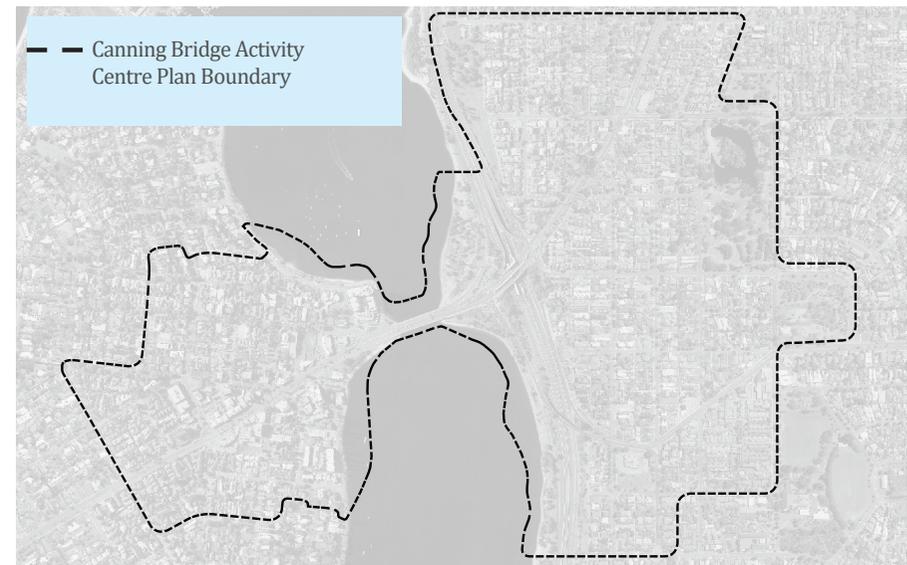


Figure 2 Canning Bridge Activity Centre Plan Study Area

### 1.3 How to read this Activity Centre Plan

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

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

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

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

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

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

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

## 1.4 Consultation

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

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

Notwithstanding the extent to which prior engagement has occurred, a number of key concerns continue to be communicated by the community which can be summarised as follows:

- The quantum of expected population growth
- The scale of proposed development, particularly heights and the impact of height
- The implications of resident and workforce population growth on traffic
- Community access to open space
- General amenity

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

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

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

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

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

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

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

**Figure 3** Consultation Summary

## 1.5 Canning Bridge Precinct Vision

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

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

The Canning Bridge Precinct Vision Statement is as follows;

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



**Figure 4** Canning Bridge Activity Centre Plan Study Consultation Summary



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

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

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

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

### Review Scope

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

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

### Methodology

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

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

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

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

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

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

### Interpreting the Vision

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

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

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

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

**22**  
PARTICIPANTS IN  
4 STAKEHOLDER  
ROUNDTABLES

**85**  
PARTICIPANTS IN  
COMMUNITY &  
LANDOWNER  
WORKSHOPS

**340**  
SURVEY RESPONSES

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

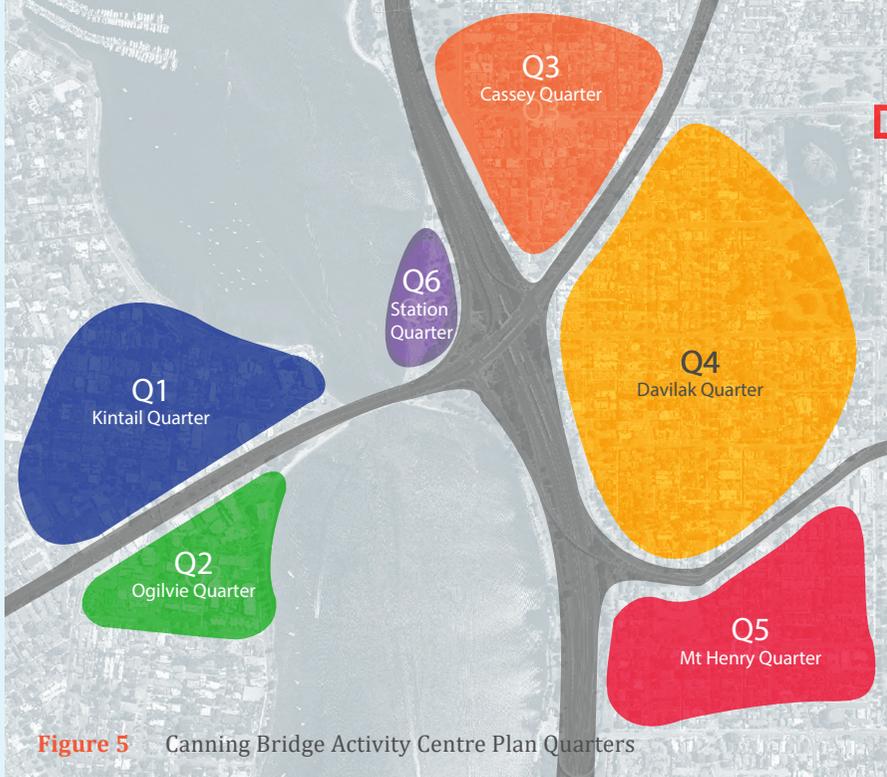


Figure 5 Canning Bridge Activity Centre Plan Quarters

## 2 The Activity Centre Plan in Summary

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

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

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

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

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

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

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

*“Support a wide range of retail and commercial premises and promote a competitive retail and commercial market.”*

## 2.1 Place Making

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

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

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

### 2.1.1 Character and Function

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

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

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

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

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

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

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

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

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

## 2.2 Key Information about this Activity Centre Plan area

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

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

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

As a district centre the CBACP area performs exceptionally, with a high office tenancy to retail ratio. This mix results in a very efficient use of the available floorspace with a high ratio of employment to floor space compared to other district centres. Its amount of office floor space is competitive with Secondary Centres in the Activity Centres Hierarchy, which represents a significant natural advantage to be built upon for employment

growth in the centre. The challenge for the centre will be to encourage employment and service opportunities in all Quarters so that each can operate its required role within the collective.

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

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

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

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

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

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

## 2.3 Quarters and their character

### 2.3.1 Q1 - The Kintail Quarter

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

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

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

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

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

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



2.1 Q1 Overview (looking northwest)

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

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

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

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



2.2 Overview of Q2 (looking south-west)

### 2.3.2 Q2 - The Ogilvie Quarter

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

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

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

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

*“Q2 will be the ‘business’ Quarter, of the CBACP area and playground of the Western Quarters.”*

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

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

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

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

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



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

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

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

#### 2.3.3 Q3 - The Cassey Quarter

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

This area was historically connected to the Rivers edge, and the local residents share a strong affinity for reconnection with the waterfront in this area.

Q3 is predominantly residential, with small commercial development located at the junction of Henley St and Canning Highway with neighbourhood scale shopping. Generally low rise, housing stock is indicative of grouped housing styles of the 80's and 90's and the area comprises a significantly higher proportion of semi-detached and apartment style housing than the state average (49% compared to WA Average of 11%).

An exceptional existing asset in Q3 is Olives Reserve, which provides a links to recreational and commuter pedestrian and cycle networks located on the foreshore and has excellent views to the River. Adjacent housing has naturally oriented towards these views and the natural landform affords a large number of lots leading back to Canning Highway with the same access.

*"Q3 will be the centre of riverfront activity for the Eastern Quarters. Excellent visual connections will also encourage high end apartment development."*



2.4 Q4 Overview (looking south east)

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

Q3 will be the centre of riverfront activity for the Eastern Quarters. Access to the river will be via existing and future pedestrian overpasses and Q3 will be connected through Q6 to a vibrant waterfront playground. Excellent visual connections will also encourage high end apartment development.

Connection through to the Q6 from Q1 will be the triumph of the Quarter, with excellent links to sustainable transport options encouraging young, innovative, technology savvy professionals to live car free near their workplace and recreation destinations. Working from 'home' in shared office spaces will be encouraged here as broadband connectivity improves and technology based enterprises remove the need to be office based. Student housing will also continue to be in strong demand, so a variety of apartment options will be available.

Initial redevelopment will be slow, but long term redevelopment will embrace higher density living. The area nearest the train station will be a small but active space, with commercial opportunities servicing both daily commuters and the local community, including cafes, mini-markets and small office and retail uses. The high frequency public transport corridor through the CBACP area will deliver a central hub of activity, day and night.

### 2.3.4 Q4 - The Davilak Quarter

Q4, located south of Canning Highway and between Q3 and Q5, is a quiet and almost entirely residential area dominated by single and grouped dwelling developments. Commercial activity is notably absent, with a few commercial uses along Canning Highway at Henley Street and a mixed use development proposed on Manning Road at the corner of Ley Street. None of these activities service the immediate local community's shopping needs.

The land is elevated above the Canning River and has gentle undulations which afford many areas with reasonable access to views. The residential streets are quite open in nature, whilst the major arterial roads of Manning Road and Canning Highway act as significant barriers to Q3 and Q5 at all times of the day.

*"Q4 will be a vibrant and rejuvenated area, with access to a main street of local shops and employment along Robert Street and Davilak Street. Actively programming the McDougall Park space will see regular neighbourhood barbecues, day and night markets and local arts events."*



## 2.5 Q5 Overview (looking east)

The Q4 has the most extensive parkland area of the CBACP area in McDougall Park, and the streets immediately adjacent have a good aspect to this well utilised and quality public open space. Nearby housing has already been redeveloped in response to this.

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

Q4 will be a vibrant and rejuvenated area, with access to a main street of local shops and employment along Robert Street and Davilak Street. Development adjacent to the Freeway will make the best use of the river views whilst providing an excellent local community focus; a new urban piazza to link with the beautifully maintained McDougall Park. Actively programming the McDougall Park space will see regular neighbourhood barbecues, day and night markets and local arts events.

Robert Street and Davilak Street will be characterised by attractive mixed use buildings which provide activity and shelter for pedestrians at the ground level and housing opportunities above. Robert Street will be abuzz with local offices and retail spaces and a small mini market providing walkable daily grocery options for the local residents and commuters through the area.

Housing will cater to multiple users, with student housing and apartments dominating the area closest to the train station and three and four storey townhouses and apartments fringing the park. Access to the rail station and bus interchange will be via improved pedestrian overpasses, and local entertainment and recreation opportunities are just a short distance away in Q1, Q3 or Q6.

### 2.3.5 Q5 - The Mt Henry Quarter

Q5 represents the smallest and most disconnected part of the CBACP area. Whilst it too is separated by major traffic arteries it is largely serviced by the Manning Hub on Welwyn Avenue to the east and has a vibrant local community which attracts its residents generally eastwards.

A stand-alone tavern development is located at the corner of Manning Road and Lockhart Street with almost half of the site currently vacant. A small commercial area is located near the Ley Street and Manning Road intersection. In conjunction with the planned Manning Hub, this commercial development provides a local shopping service for the community, without the need to traverse busy Manning Road.

There is an excellent linkage to the river foreshore to the south at Gentilli Way, but otherwise the Quarter is very disconnected from Q6 and the broader centre by extensive transport infrastructure. The planned Manning Road Southbound on-ramp will add visually to this disconnection.

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

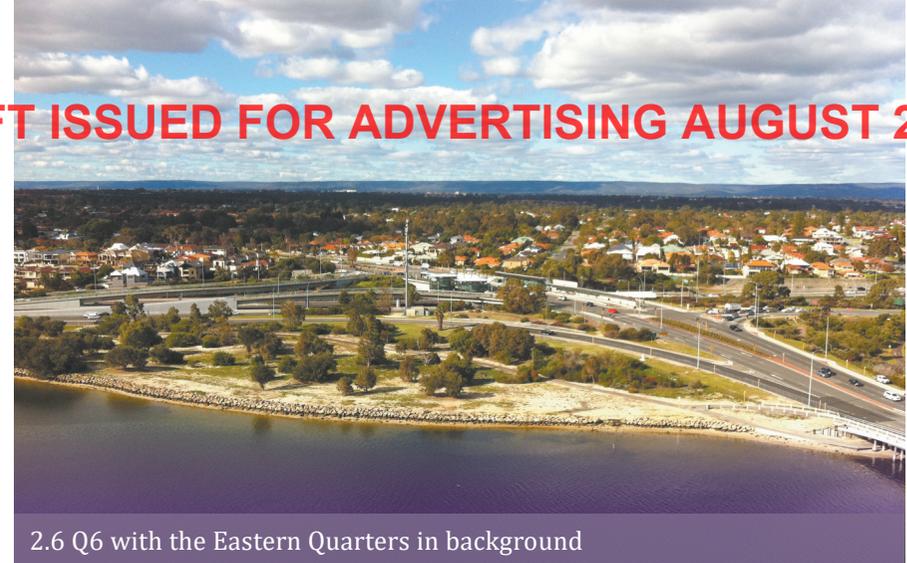
Q5 will be characterised by quiet residential streets. A relatively low density area, dominated by grouped townhouse and medium density apartments, Q5 will identify more closely with its southern neighbours in both character and style. Higher density development will focus along the heavily trafficked Manning Road and nearer to public transport corridors.

Access to recreation and community activities at McDougall Park will be important, and traffic light phases at the Ley Street and Manning Road intersection will continue to provide accessibility. The Q5 community will enjoy access to both the Q4 main street area and the Manning Hub.

The redeveloped tavern site will provide for boutique local services and employment and will contribute to improved amenity along Manning Road. This development will be a landmark building, signifying the link to Curtin University and a point of access to the Freeway. The southbound Freeway on-ramp will enable greater access to the Southern Suburbs and employment opportunities at Murdoch, Cockburn and further afield.

“Q5 will be characterised by quiet residential streets. A relatively low density area, dominated by grouped townhouse and medium density apartments, Higher density development will focus along the heavily trafficked Manning Road and nearer to public transport corridors. The redeveloped tavern site will provide for boutique local services and employment and will contribute to improved amenity along Manning Road.”

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2.6 Q6 with the Eastern Quarters in background

### 2.3.6 Q6 - The Station Quarter

The existing composition of Q6 is hard infrastructure, basic and unappealing security treatments, and unplanned open space which is little more than the remnants of the road and foreshore reserves from the development of the Kwinana Freeway and Canning Highway. The state of the public open space in this area is quite degraded, with no discernible quality to the vegetation or the foreshore treatments and a smattering of reasonably mature trees providing limited shade.

The network of pedestrian and cycle paths through this area cuts the site in two, and presents a barrier to the public open space usage of the area. The embankments which form part of Canning Highway present considerable visual blockages to the amenity value of the area. The use of a pedestrian underpass, which acts as the main access point to the existing bus and train station, presents a public safety issue with poor lighting and being quite isolated. An illegal and dangerous pedestrian route has been utilised crossing Canning Highway from the northbound on-ramp abutment, which pedestrians find preferable to walking the circuitous route to the station.

## 3 Centre Context

### 3.1 Regional Context

The Perth Metropolitan Region has been growing consistently over the last 30 years, and currently has a population of 1.7 million people (Census 2011). Growth forecasts for the region anticipate that population will increase to 2.2 million in 2026, and 3.5 million in 2050.

The Perth Metropolitan Region is therefore planning for an additional 500,000 people in the next 12 years, and 1.8 million in the next 35 years. Planning for these extra residents, along with the housing, infrastructure, services and jobs they will require presents a significant challenge to Government.

In response to anticipated growth, the State Government has released Directions 2031, which seeks to address population growth scenarios and land use patterns for the medium to long term increase of more than half a million people in Perth and Peel by 2031, as well as being prepared to provide for a city of 3.5 million people after 2050. Directions 2031 presents a preferred growth scenario that achieves a balance between greenfield and infill development.

Canning Bridge is a District Centre in the Directions 2031 and Beyond (Directions 2031) Activity Centre Hierarchy. Notable centres in proximity apart from the Perth Capital City Centre are the Secondary Centre of Booragoon and the Specialised Centres of Bentley-Curtin and Murdoch (see Figure 6 and Figure 7).

The CBACP area is located in the central sub region of the Perth Metropolitan area. It is located 7km from the Perth CBD and is easily accessible from all directions, being located on major transport networks heading both north-south and east-west.



2.7 Low quality Public Open Foreshore at Q6

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

The Canning Bridge Station Interchange will be a thriving hub of activity, exhibiting characteristics of busy transport interchanges around the world; travel and ticketing information, options for refreshments, access to basic banking, storage facilities, shade and shelter, seating and opportunities for resting. Some of these will be available within the station itself on platforms and in the entrances, whilst others will be provided within a carefully landscaped and managed foreshore/station interface area comprising shops and cafes leading to a (long term) ferry terminus on the river.

The elevated nature of the proposed bus station will afford magnificent views of the river, and a carefully designed series of retained terraces will lead downwards to the river's edge. Long term planning for the area could include some more significant civic or entertainment uses, and perhaps even some car-free residential development.

*"Q6 includes the Canning Bridge Station Interchange which will be a thriving hub of activity, exhibiting characteristics of busy transport interchanges around the world; travel and ticketing information, options for refreshments, access to basic banking, storage facilities, shade and shelter, seating and opportunities for resting."*

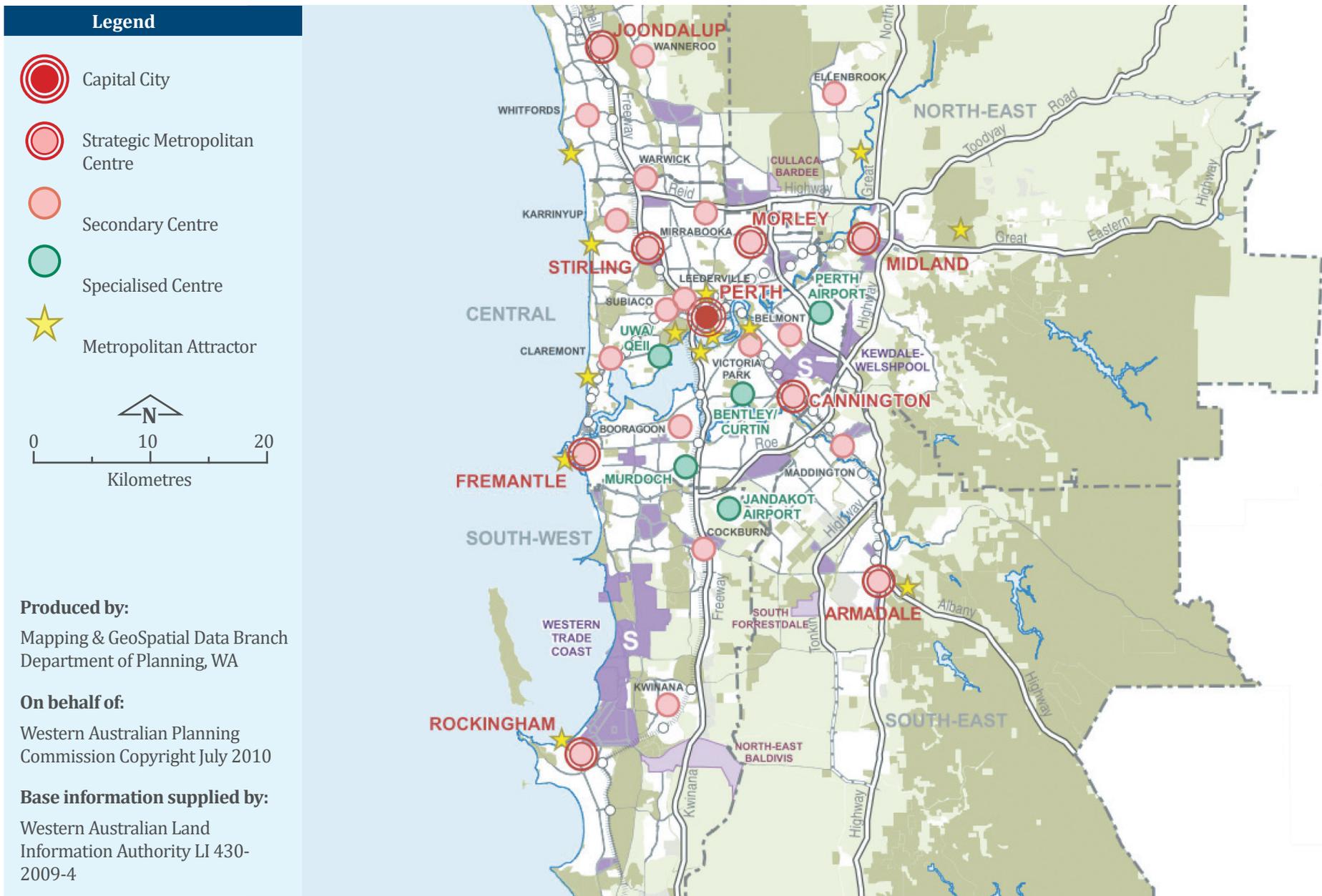
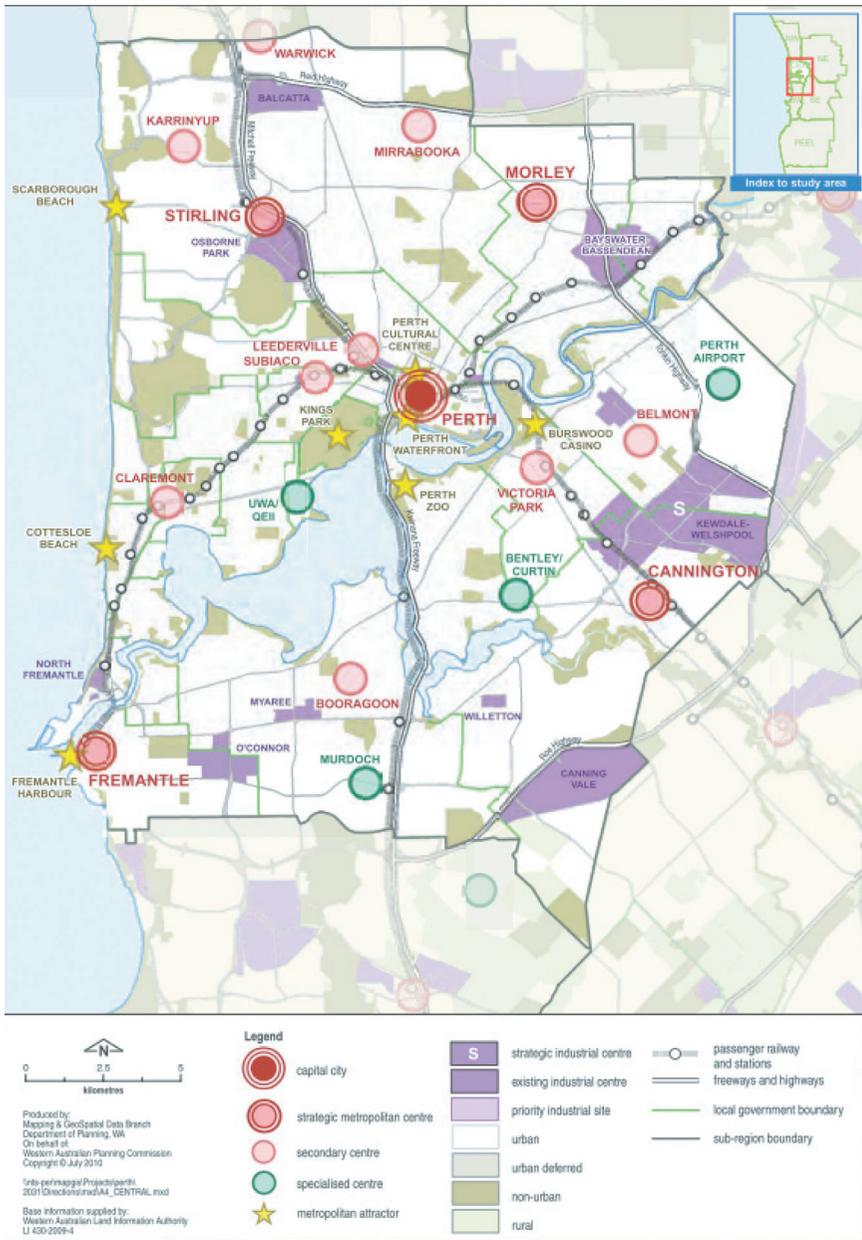
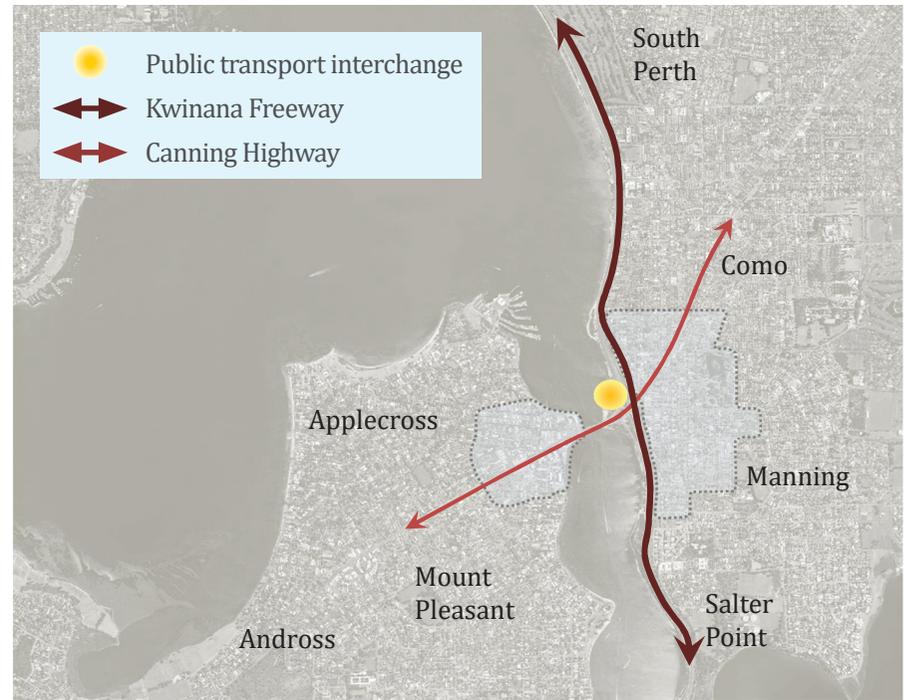


Figure 6 Directions 2031 Metropolitan Context



**Figure 7** Directions 2031 Regional Context



**Figure 8** Local Context

As a District Centre, the CBACP area serves the daily and weekly shopping and community needs of its local population; however, its retail function is more akin to the lower order 'Neighbourhood Centre'. Despite this, its future service population will be the same as a District Centre (between 20,000-50,000 persons), as the Centre population will ultimately reach around 24,000 persons and the surrounding population will contribute additional demand.

Conversely, its commercial and office space function is similar to the higher order 'Secondary Centre'. In the future, this will be encouraged and enhanced by a desirable land use mix which is heavily weighted towards office functions. The factors which make the centre naturally attractive to office functions now (proximity to the CBD, workforce, public transport and physical and social amenity) will be amplified through development of the CBACP and expansion of its resident workforce population.

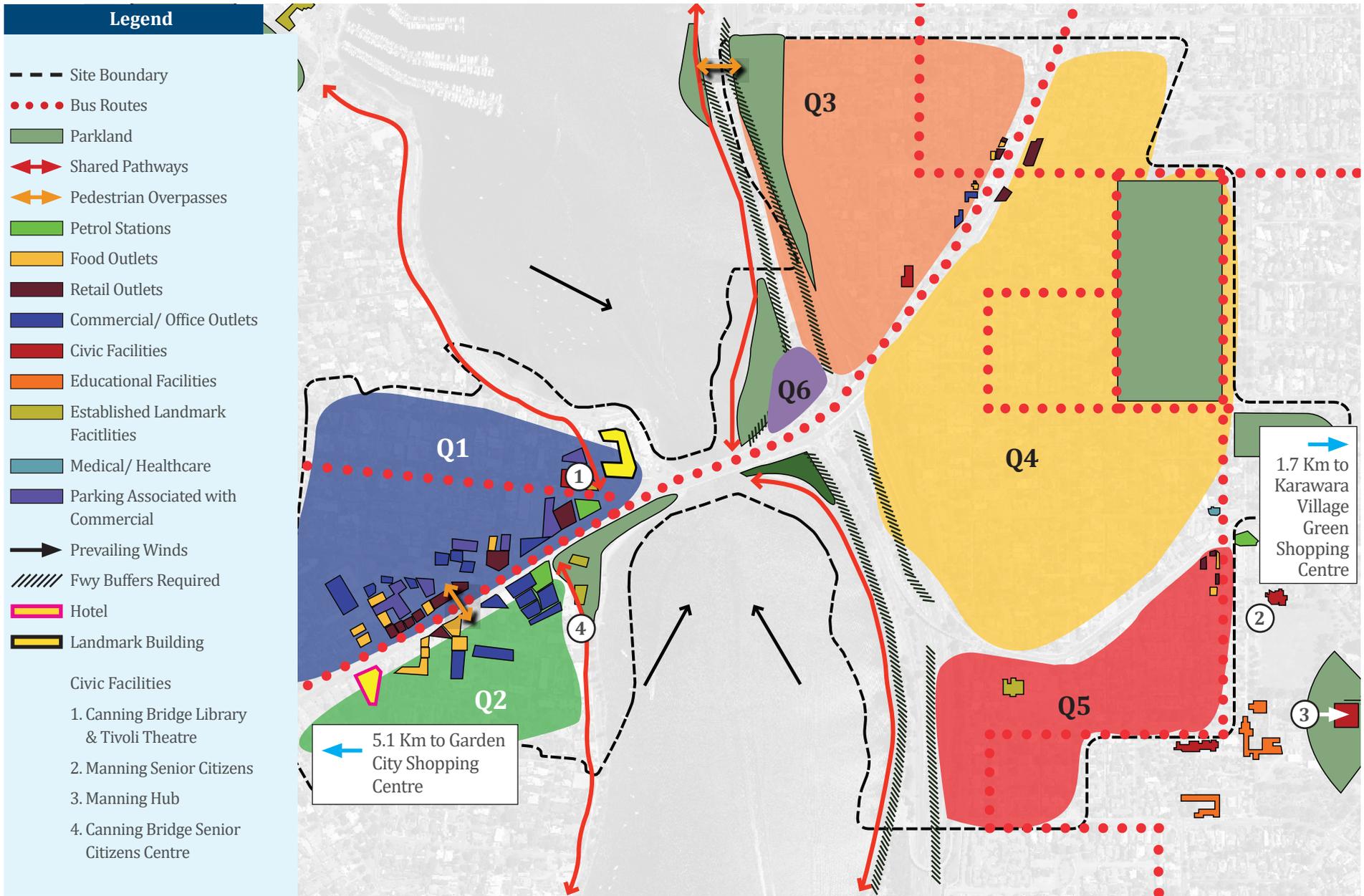


Figure 9 Social Infrastructure

Despite its unusual land use mix, it is not expected that the development of the centre will significantly impact on the important roles that nearby centres have in the regional context. Its limited retail function does not and will not serve to undermine the retail activities at Booragoon (Garden City), and its professional office/business activities will not compete with the specialised business agglomerations at Bentley-Curtin (knowledge and education) or Murdoch (knowledge, education and health).

Its increased resident and workforce population will be adequately serviced by its functions and it is unlikely that the activity will affect the existing nearby District and Neighbourhood Centres such as the Riseley Centre, Ardross Street, the Manning Hub and Karawara.

The centre is extremely well serviced by public transport. The Canning Bridge Station Interchange (Figure 8) services one of the highest frequency public transport networks in the Perth Metropolitan Region, with movements every five minutes during the peak. This, combined with excellent access to private vehicle networks, makes the CBACP area an extremely well connected centre.

Opportunities to enhance Q6 by providing better accessibility, end of trip facilities, local shopping opportunities and a future ferry link through to the University of Western Australia result in the CBACP area being capable of significant population growth without excessive need for increased car ownership or car use.

The centre is also reasonably well serviced by social infrastructure (Figure 9 Social Infrastructure), including library facilities, senior citizens facilities, and recreation clubs and large areas of open space, albeit generally associated with the River foreshore.

Education facilities are located just outside the centre in both local government areas, although it is very likely that greater capacity will be required for the future population of the area. Feedback from the community suggests there is a lack of variety in the entertainment options within the CBACP area and that passive and active recreation space is lacking in Q1 and Q2. Access to water based recreation is excellent and the area has widespread mature tree growth which aids in creating a general feeling of lushness at ground level. Maintenance and retention of mature trees during the ongoing development of the CBACP area will be paramount to maintaining the sense of leafiness, and will also aid in reduction of the heat island effect.

## 3.2 Local Context

As indicated in chapter , the study area has been divided into six Quarters. An analysis of the existing demographics and urban form of each of these Quarters have been considered independently, however, demographics and urban form can be tied together to present a snapshot of the existing urban framework and the current profile of existing residents for each of the areas.

The demographics represent a snapshot at 2011, and as such, present a critical analysis of the existing residents for the area. Overall, the demographics suggest an affluent, multi-cultural community which has succeeded itself over the generations of development, with early residents from the 1960 and 1970s now existing alongside successive generations of younger residents with families and single person households. Housing types in each of the Quarters broadly represent the age of the suburb; with the older suburban development comes a lower density housing preference, and in the Quarters with newer development more diversity of housing types, built form and services can be found.

The centre currently comprises some 1,898 dwellings and a population of approximately 3800 persons, with an occupancy ratio of 2 persons per dwelling, lower than the metropolitan average of 2.3.

The Q1 community is multi-cultural, educated, affluent, and enjoys housing diversity. Current housing styles in Q1 represent remnant 1960s bungalows and newer, higher density, multiple occupancy housing types. The Q2 community is multicultural, educated, affluent, and enjoys living in separate houses, with fewer children. The Q3, Q4 and Q5 demographic profile shows affluent suburbs that are also strongly influenced by Curtin University, with significant student residency.

The existing statutory framework would facilitate growth to support approximately 4,700 dwellings and a population of up to 10,000 people. However, without more detailed Activity Centre Planning through the CBACP, it would be difficult to accommodate such growth in a way that respects the aspirations of the current community, ensures adequate and coordinated infrastructure upgrades, and recognises and designs for increased traffic and other movements.

### 3.3 Planning Framework

A summary of the planning framework which underpins the CBACP has been undertaken during the early phase of its development. The principal piece of policy which guides the development of the CBACP is State Planning Policy 4.2: Activity Centres for Perth and Peel. The SPP provides both the framework and the guidelines for development and endorsement of Activity Centre Plans.

Importantly, the CBACP will provide the basis for amendments to the City of Melville and City of South Perth local planning schemes. The CBACP will identify land use and provide development guidelines to guide height, density and provision of social and service infrastructure.

The SPP is supported by a number of other policies and guidelines which are relevant to the study area, including the following:

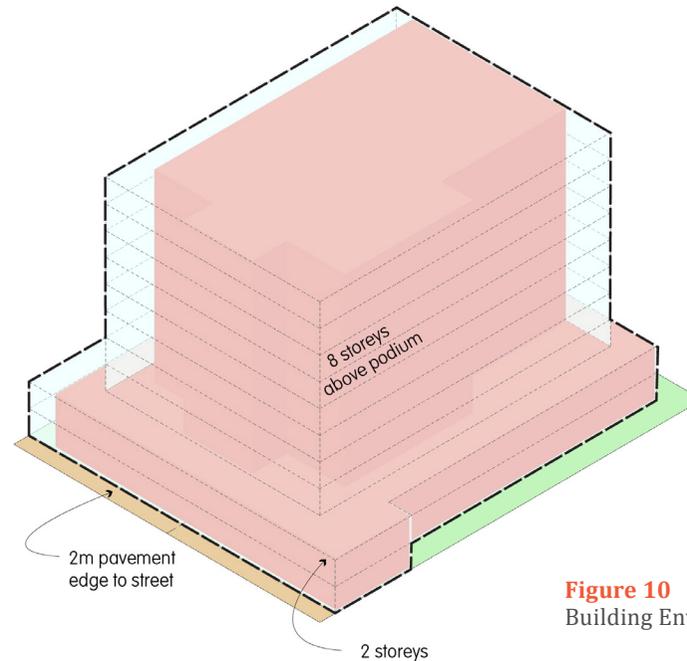
State Planning Policy (SPP) 2 – Environment and Natural Resources	SPP 2.6 State Coastal Planning Policy
SPP 2.9 Water Resources	SPP 2.10 Swan and Canning River Systems
SPP 3 Urban Growth and Settlement	SPP 7.3 Residential Design Codes
SPP 3.4 Natural Hazards and Disasters	SPP 3.6 Development Contributions for Infrastructure
SPP 5.2 Telecommunications Infrastructure	Public Transport Plan for Perth 2031
Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon	Draft Central Metropolitan Perth Sub-Regional Strategy
Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development	Designing Out Crime Guidelines
City of Melville Community Planning Scheme No. 5	City of Melville Draft Local Planning Strategy
City of Melville Local Commercial Strategy Plan	City of Melville Strategic Community Plan 2012
City of South Perth Town Planning Scheme No. 6	City of South Perth Local Commercial Strategy 2004
City of South Perth Sustainability Strategy 2012-2015	City of South Perth Draft Integrated Transport Plan
City of South Perth Strategic Plan 2010-2015	City of South Perth Strategic Community Plan 2013-2023

### 3.3.1 ACP Review & Planning Framework

The review had regard for new and emerging components of the planning framework, arising since endorsement of the ACP.

State Planning Policy 7.2 Precinct Design was gazetted on 16th February 2021 and (with the Precinct Design Guidelines: December 2020) offers policy guidance for precincts such as Canning Bridge. Given the currency of the Canning Bridge ACP and that the ACP shares jurisdictional boundaries with the City's of Melville and South Perth, it was considered that strict compliance with reporting structure was necessary. Notwithstanding this, the ACP Review ensured all guidance considerations were respected. In particular, the elements of precinct vision, community benefits and design quality, which were key issues of the review.

Endorsement of the Draft State Planning Policy 7.3 Residential Design Codes (Volume 1 – Low and Medium Density) remains pending assessment of submissions from public advertising. The review adopts some measures proposed in the draft Policy considered important to respond to matters of amenity impacts, such as overshadowing and privacy. It is understood that substantial changes are proposed as a result of feedback from the consultation period for these draft codes. Consequently, the decision to adopt more of these codes has been deferred until the final content of the codes is more clear.



**Figure 10**  
Building Envelopes and Plot Ratio



## 4 Movement

An Integrated Transport Strategy has been prepared for the CBACP and can be found as an Appendix to this Activity Centre Plan. This Chapter of the CBACP provides a high level summary of the key issues and recommendations for transport in the CBACP area.

### 4.1 Regional Movement Perspectives

#### 4.1.1 Transport implications of Perth Metropolitan Growth

The regional transport implications of Perth's forecast growth are substantial, potentially generating up to 2.5 million additional daily car trips to 2031 and over eight million car trips to 2050 on regional roads if significant interventions and changes in urban form and behaviour are not achieved. Regional transport networks – both road and passenger rail - cannot accommodate continued business as usual growth which focusses on outer suburban development with employment focussed in the Perth CBD, requiring over a million people travelling into the City for work each day.

The development of transit oriented developments and activity centres across the Perth Metropolitan Region is essential to enable efficient transport in the future. Benefits to transport and efficient movement include:

- Density in close proximity to public transport assets creates higher demand for public transport that makes investment in improved services cost effective for government;
- Mixed use, including residential and employment development, in an area of amenity provides for employment self-sufficiency, and potential for employment self-containment, reducing the need for people to travel on road or public transport for work;
- Provision of employment in nodes around the Perth Metropolitan Region intersects the number of trips to the Perth CBD, relieving pressure on regional infrastructure in the inner suburbs;

- Provision of density closer to the City with good access to public transport reduces the number of people living in the suburbs with limited public transport, and therefore reduces the number of vehicles on the regional network from the suburbs to the CBD.

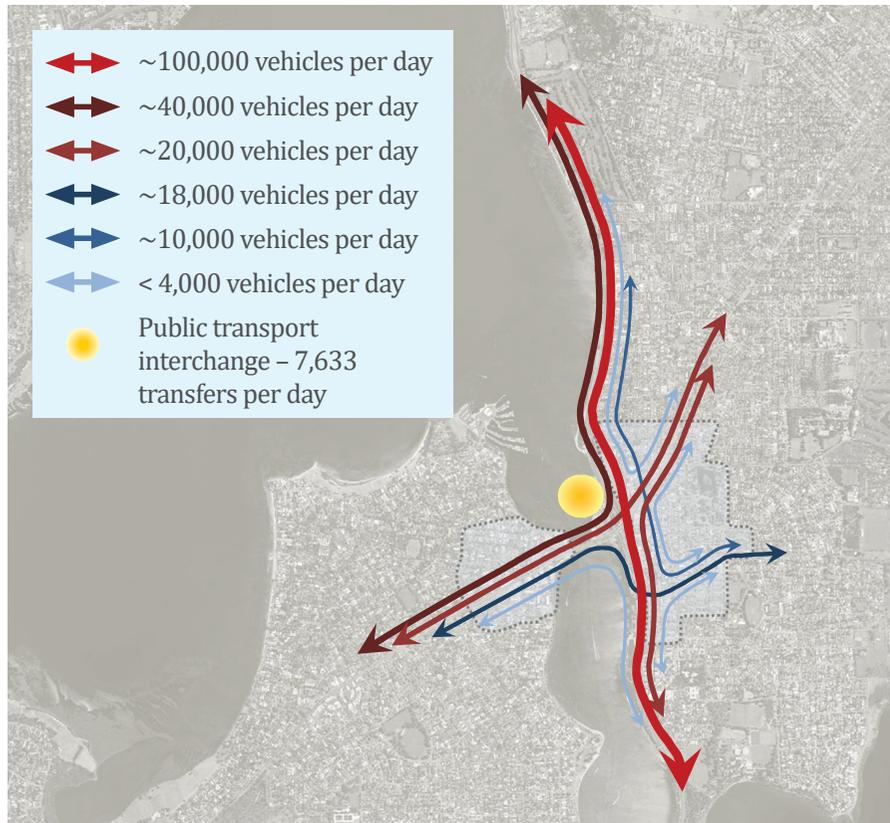
#### 4.1.2 Regional Movements and the Canning Bridge Activity Centre Plan Area

The CBACP area is strategically located to benefit from the existing good road and rail connections. Intensification of development in this area will not be without challenges, but there is an opportunity to create an area that takes advantage of the local circumstances to build a local economy with high levels of self-sufficiency.

The CBACP area's location in relation to significant regional transport facilities brings several opportunities and challenges. Transport infrastructure within the study area currently serves two separate functions:

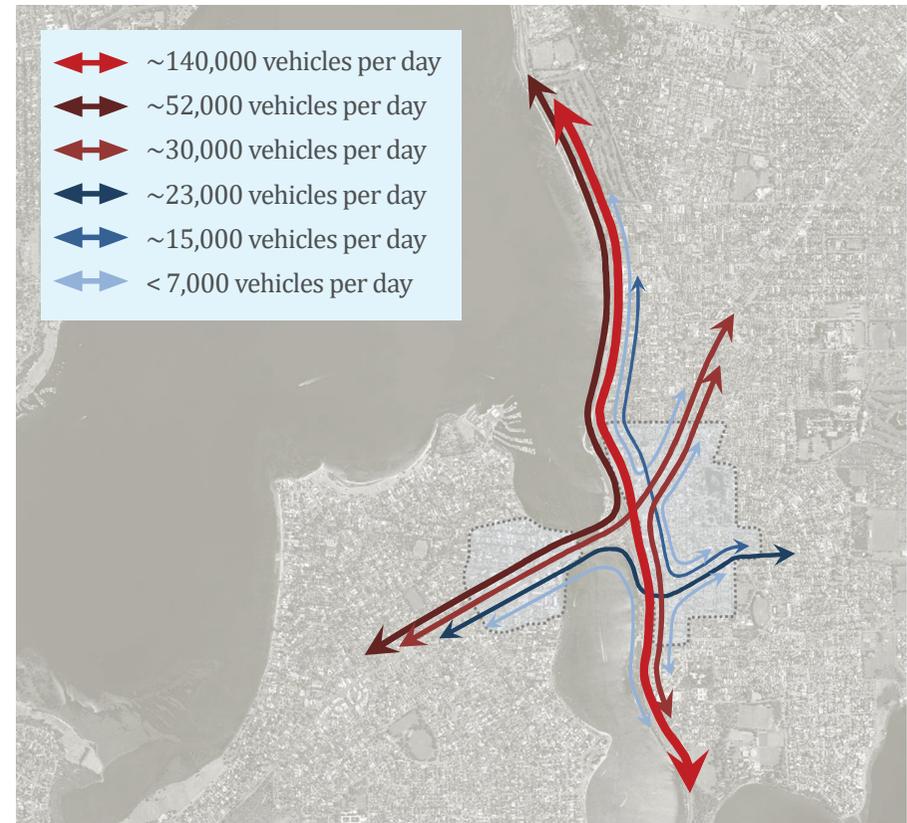
1. Regional road transport – connecting Fremantle and Perth's southern suburbs to the Perth CBD via Canning Highway and Kwinana Freeway;
2. Strategic public transport interchange – with the Canning Bridge Rail Interchange and nine bus services crossing the river.

Figure 10 Broad current regional transport flows shows current indicative regional demands within the CBACP area, based on the Main Roads Regional Operations Model (ROM) and information provided by the Public Transport Authority.



**Figure 11** Broad current regional transport flows

Growth forecasts for the Perth Metropolitan Region will place significantly higher demand on regional transport networks, including regional infrastructure within the CBACP area. These increases are a result of broader metropolitan growth, as well as growth associated with current zoning within the CBACP area, which already allows for significant infill development. This regional growth is anticipated irrespective of implementation of the CBACP. Indicative 2031 traffic flows, based on the Main Roads ROM are shown in Figure 11 Indicative 2031 regional transport flows within the Canning Bridge Activity Centre Plan area 2031.



**Figure 12** Indicative 2031 regional transport flows within the Canning Bridge Activity Centre Plan area 2031

Regional traffic modelling indicates that the CBACP area may experience an increase in regional flows in the order of 36 percent to 2031, irrespective of the implementation of the CBACP as the current zoning of the area facilitates similar levels of growth to 2031. This assumes there are no major interventions to increase capacity in the regional network.

The location of the CBACP area in relation to the existing rail station, bus services, as well as potential light rail and ferry services creates potential for development of a transit oriented development (TOD). Planning for TOD will enable the study

area to move away from only relying on the regional road network for transport purposes, and reduce regional traffic movements by intersecting and displacing vehicle demand generated from urban expansion in the outer suburbs and employment concentration in the Perth CBD, and by increasing access to public transport and active movements. This opportunity can only be realised if the connection to the train station from bus services and from CBACP destinations is safe, direct and efficient.

With the implementation of the CBACP and achieving mode share targets provided in the Integrated Transport Strategy, growth within the CBACP area will broadly represent only 12 percent of 2031 indicative regional volumes. Delivery of the CBACP provides for potential savings on the regional road network, enabling investment in various interventions to change the way in which people will move through and within the area.

### 4.1.3 Place Implications of Regional Transport Planning

The challenge for the precinct is how it will accommodate growth of regional commuters without compromising on the place values held by the community and investment in the place to deliver on the expectation of the community and its visitors. The public realm investment necessary to support the precinct (as an agreed outcome of the Review) is at risk from the impacts of MRWA's proposed duck and dive design for Canning Highway. This is in addition to the risk of severance of the precinct and Canning Bridge community from undesirable changes to Canning Highway.

The challenge for the ACP is land use planning remains disconnected from transport planning (from the perspective of regional infrastructure investment). The ACP Review progressed with some agency contributions, however poor infrastructure integration with the ACP remains a high risk. If this risk materialises, poor design responses to increasing the capacity of Canning Highway will:

1. Significantly impact on the amenity of the street network that connects to Canning Highway - the cornerstone to the place creation strategy of the ACP Review;
2. Deter business and private investment, diluting the mixed-use intent for the precinct to localise employment opportunities and reduce car dependency and

3. Further segregate of the community and local economy south of Canning Highway (in and adjoining the ACP) from the community services and infrastructure (like public transport).

In this event, it is likely that the precinct will face very significant challenges to succeed in its role as a transit-oriented development, and negative impacts will become more difficult to manage.

## 4.2 Local Movement Perspectives

The CBACP focuses on a range of techniques, technologies, and planning interventions to match demand to capacity across various modes in order to support the CBACP objectives. These interventions include:

- Demand management, which involves taking active measures to reduce the number of trips generated each day (regardless of mode of travel), or in other words, reducing the need for people to travel.
- Mode shift, which describes the phenomenon by which people change their main method of travel from one mode to another (e.g. car to walking, cycling or public transport)
- Peak spreading, which is the redistribution of trips during the peak period to other times of the day. This improves the utilisation of the road by reducing the maximum level of demand on the road network, thereby resulting in less congestion.
- Improved network operations, which involve finding and implementing measures designed to make better use of the existing road and public transport infrastructure, thereby increasing its overall capacity.

The CBACP takes a holistic approach to movement, providing a focus on directions of movement and hierarchies across all forms (car, bus, bike, pedestrian etc), rather than individual consideration of the infrastructure requirements of various modes. Ensuring infrastructure within the CBACP area responds to the needs of all transport modes – with particular focus on active and public transport – will assist the achievement of target mode splits shown in Table 1.

**Table 1** Target mode splits for Canning Bridge Activity Centre Plan Area

Mode	Current zoning (BAU)	CBACP to 2031	CBACP to 2050
Car Driver/Car Passenger	63.7%	50%	35%
Train, light rail, BRT, Bus, Ferry	15.1%	20%	25%
Walking, cycling	3%	7%	12%
Telework (work from home)/ shop (internet retail) etc	16.3%	20%	25%
Taxi/motorbike	1.8%	3%	3%

**4.2.1 Movement Hierarchy**

The movement hierarchy provides the overall approach to transport planning in the CBACP area, along with recommended spatial corridors to support all movement modes, including active and public transport movements. The local movement hierarchy provides the spatial foundation for all other transport interventions and strategies.

It should be noted that the street network in the CBACP area is not solely for movement; it also forms a significant source of character and identity as part of the public realm. This is discussed further in section 6.1.4.

The local movement hierarchy facilitates local movements within and outside of the CBACP area in two ways:

- using strategic public transport and cycling infrastructure to link the CBACP area to its surrounding region; and
- promoting pedestrian and cycle movements and local public transport to link Quarters within the CBACP area to each other and to strategic public transport infrastructure.

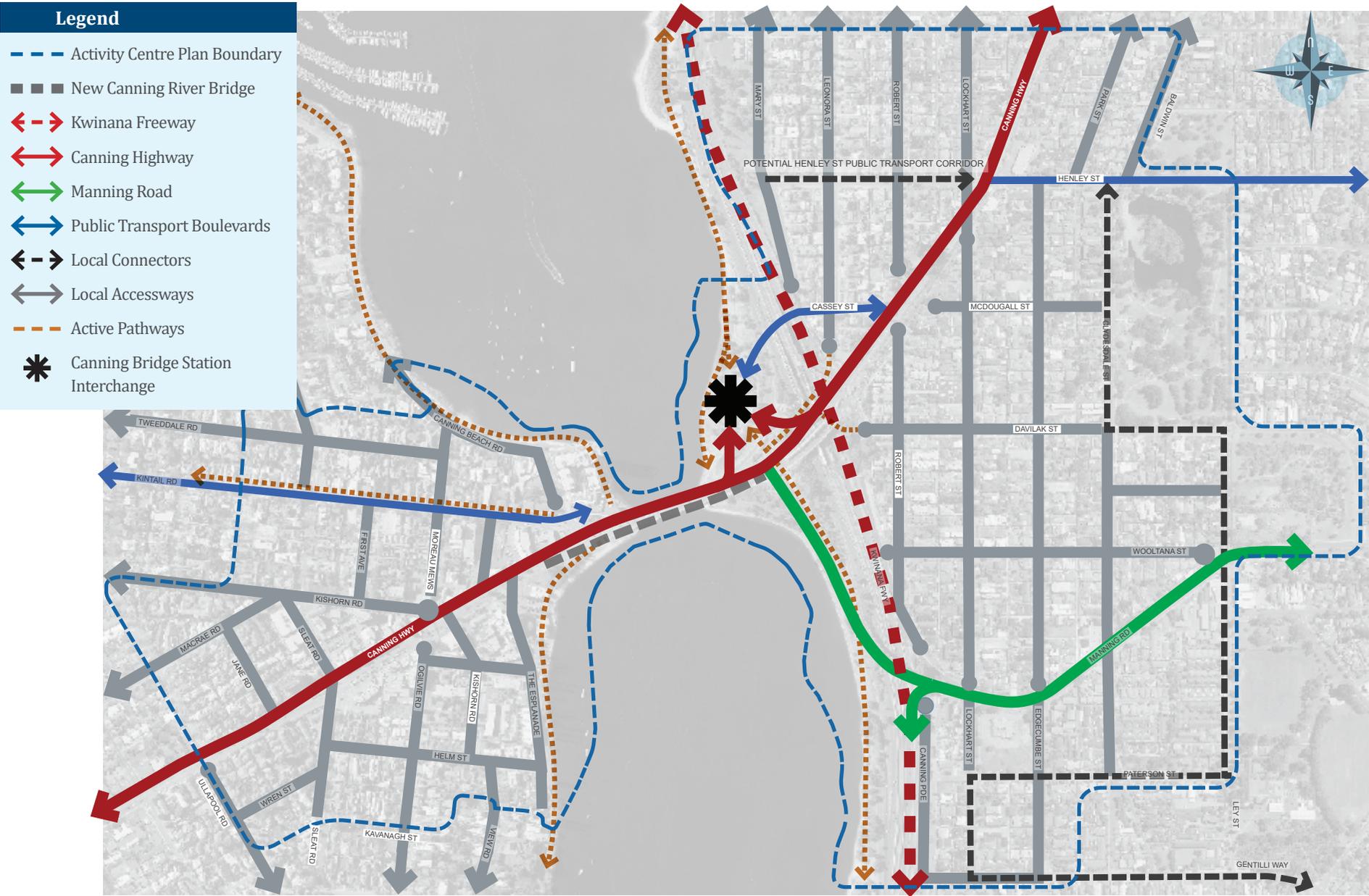


Figure 13 Canning Bridge Activity Centre Plan Area Movement Network Plan

This Movement Hierarchy is shown in Figure 12 Canning Bridge Activity Centre Plan Area Movement Network Plan. The local road hierarchy shows the Canning Bridge Station Interchange and Canning Highway as the focus for movement. These strategic public transport assets are connected into the CBACP Quarters through “public transport boulevards” and “local connectors”. To be an effective TOD, the pedestrian connection to the interchange needs to be safe, direct and efficient.

“Local access ways” prioritise pedestrian and cycle movements to enable residents and workers within the CBACP to easily access local services, employment and link into public transport. The detail of this movement hierarchy is shown through typical midblock cross sections at each of the movement corridor types.

The Movement Hierarchy is made up of a number of concepts and cross sections as follows:

### Canning Bridge Station Interchange

The centre of the Movement Network Plan, Q6, will comprise the Canning Bridge Station Interchange. Figure 13 Indicative sketch – Canning Bridge Station Interchange is an indicative sketch of how the new bus station may link into the adjacent foreshore area.



Figure 14 Indicative sketch – Canning Bridge Station Interchange

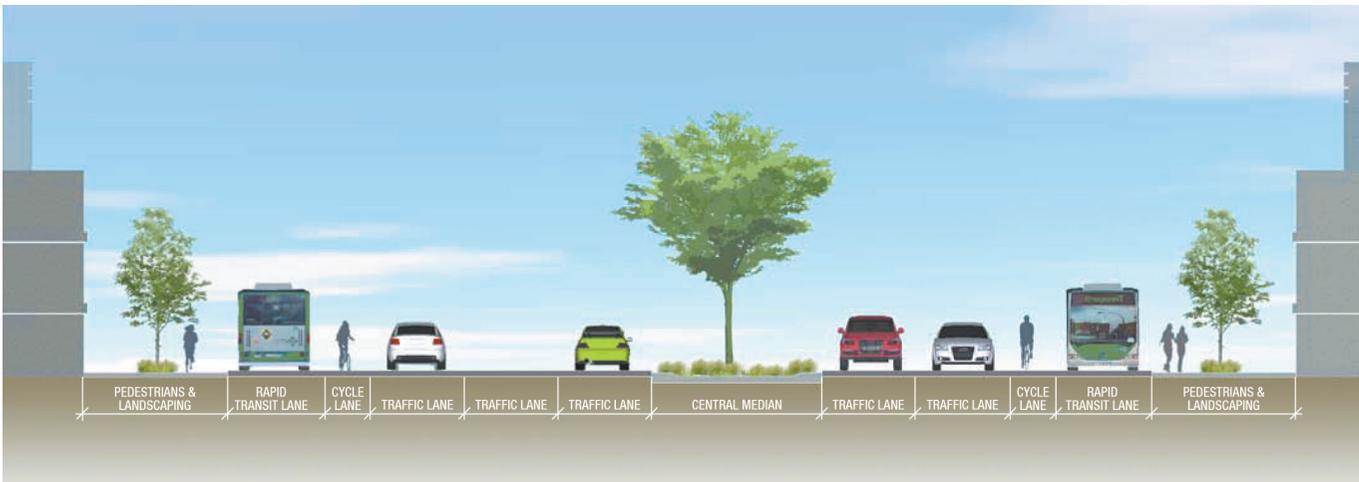


Figure 15 Indicative cross section – Canning Highway

Canning Highway

Canning Highway becomes a linear focus for regional public transport with the introduction of dedicated lanes for priority public transport (rapid transit) along with enhanced pedestrian and cycle connections. Figure 14 Indicative cross section – Canning Highway illustrates a typical mid-block cross section of Canning Highway in the Western Quarters (a typical cross section of Canning Highway through the Eastern Quarters is two lanes plus bus lanes in each direction). Note that this does not depict the duck and dive proposal.

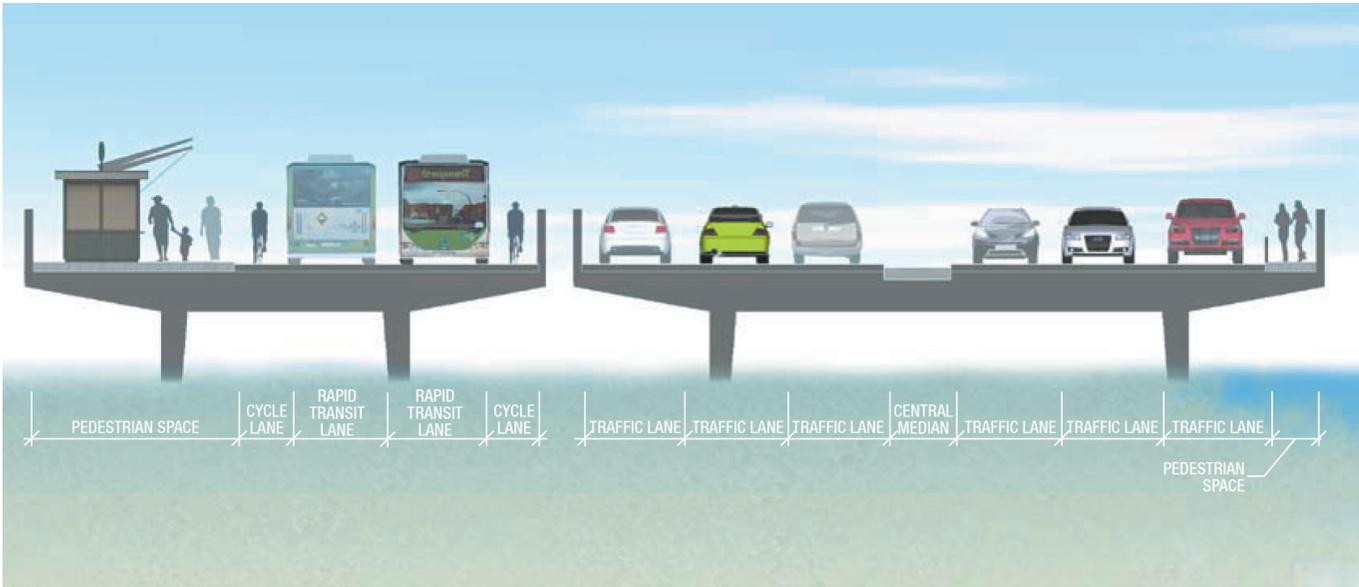


Figure 16 Indicative cross section – Canning River Bridge

Canning River Bridge

A new traffic bridge will eventually carry regional traffic, whilst one of the old heritage bridges will be retained as a place exclusively for public transport, cyclists, and people. The large space for pedestrians will create opportunities for markets, stalls, and shelter from weather to better link Q1 and Q2 to the station. Figure 15 Indicative cross section – Canning River Bridge shows an indicative cross section.

### Manning Road

Future road upgrades to Manning Road will provide enhanced pedestrian and cycle connections as shown in Figure 16.



Figure 17 Indicative cross section – Manning Road

### Public Transport Boulevards

Linking residents – public transport boulevards will place priority on public transport, with opportunity to bring rapid transit services and light rail into the Quarters as per Figure 17.

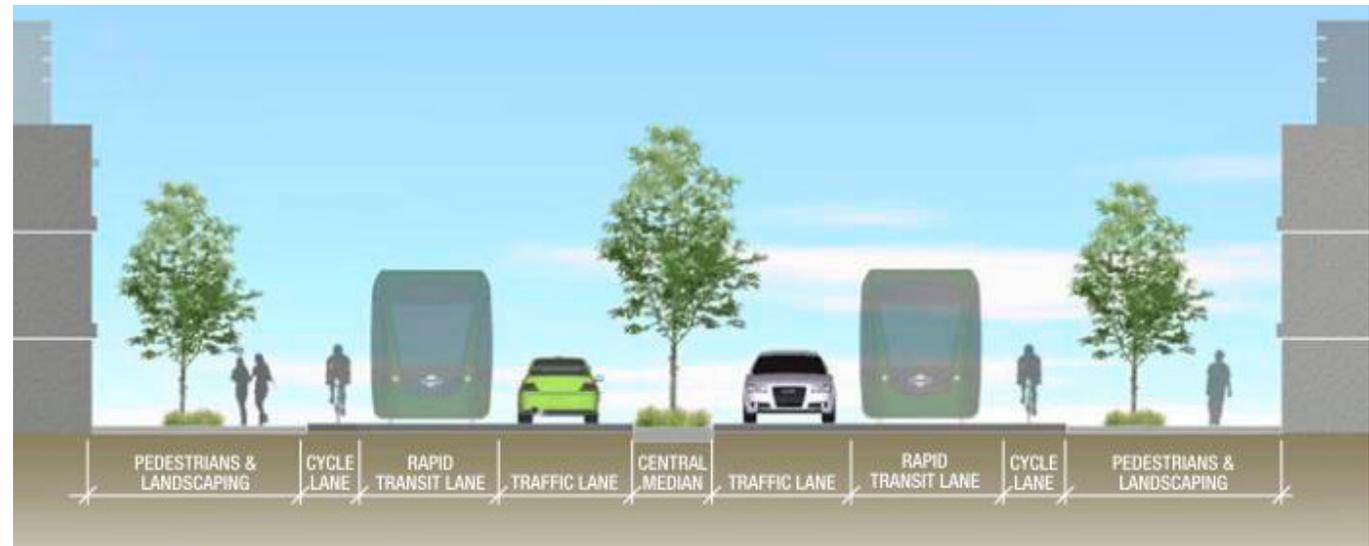
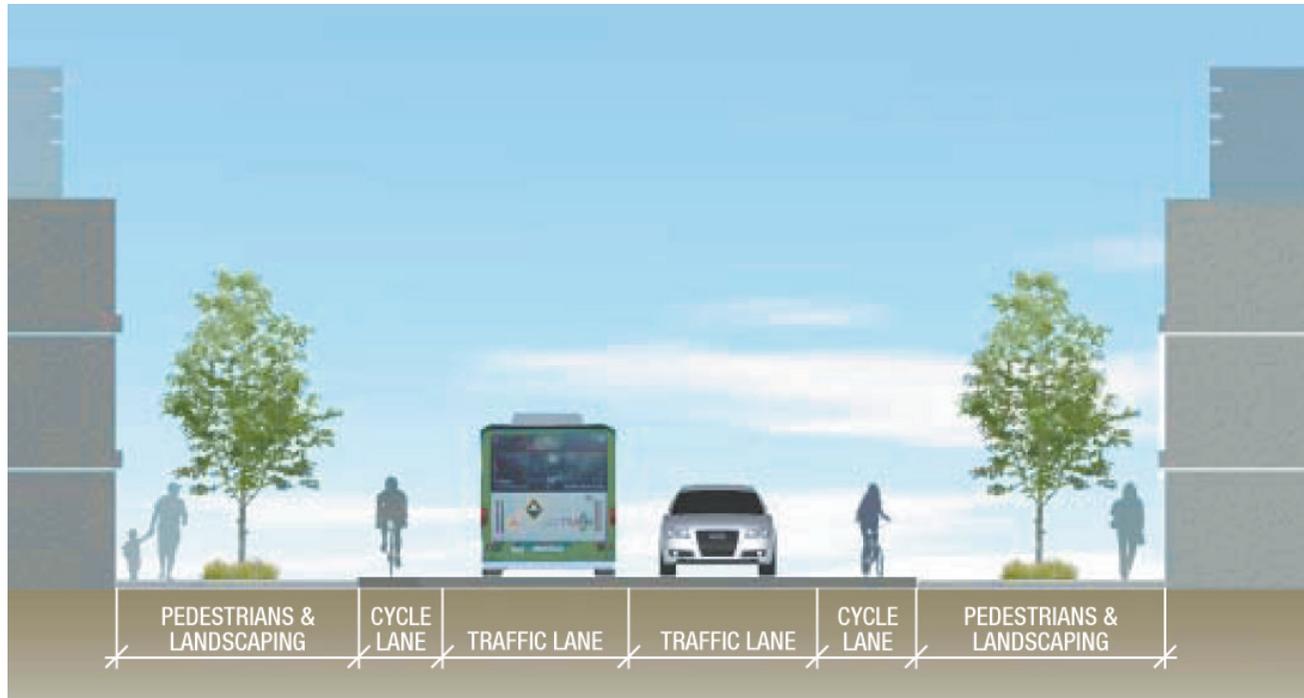


Figure 18 Indicative cross section – Public Transport Boulevards



### Local Connectors

Local connectors will link local development areas to public transport boulevards, and facilitate pedestrian and cycle movements in the context of vehicle congestion. These links will also provide public transport and private vehicle access into the residential and commercial areas. These roads will provide dedicated cycle and pedestrian areas to encourage active transport into and out of the area.

### Local Access ways

Shared spaces allow for public transport and local vehicle access whilst encouraging pedestrian and cyclist safety and comfort. Internal detailed road design will encourage public transport, cyclists and pedestrians rather than private vehicle movements.

The design of local access ways will be different in retail areas and residential streets, with activity and vibrancy on the street encouraged to support urban design strategies. Figure 19 illustrates the indicative cross sections.

Figure 19 Indicative cross section – Local Connectors



Figure 20 Indicative cross section – Local Access ways

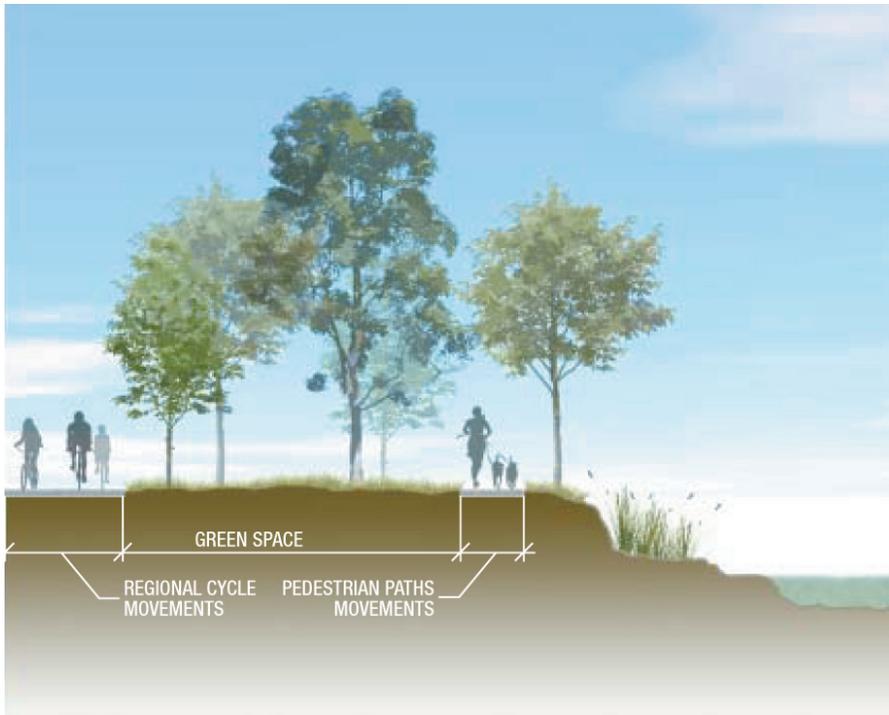


Figure 21 Indicative cross section – Active Pathways

### Active Pathways

Active pathways provide exclusive links for pedestrians and cyclists. Regional cycle movements, particularly linking into the Perth Bicycle Network and commuter pathways, will be separated from pedestrian paths to provide greater safety as shown in Figure 20.

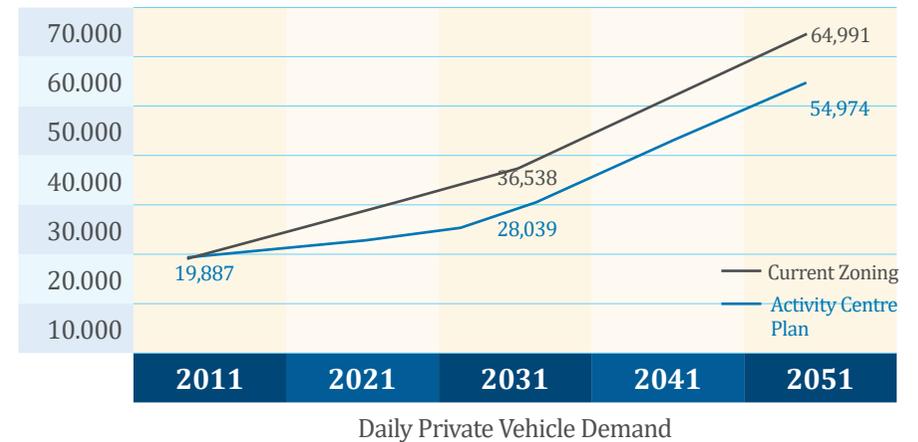
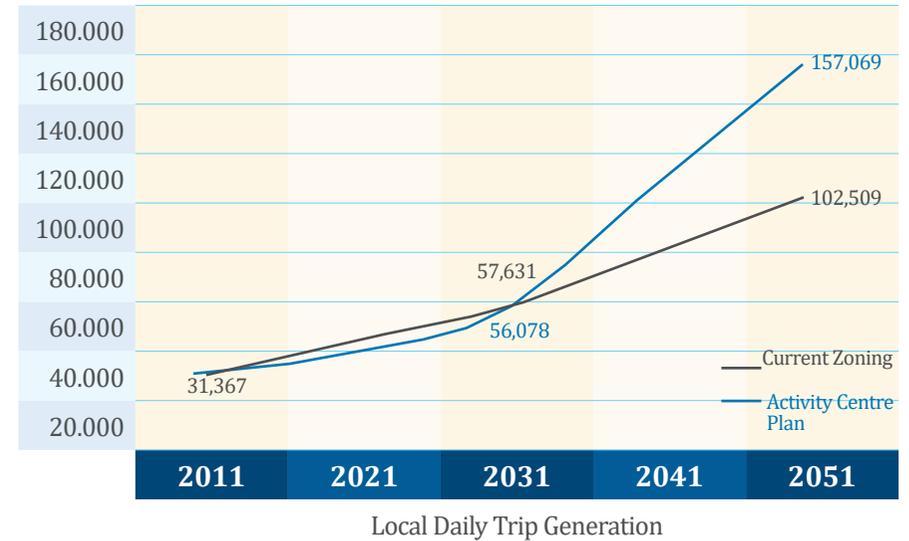


Figure 22 Trip generation and private vehicle demand – current zoning potential vs implementation of Canning Bridge Activity Centre Plan

## 4.3 Transport Demand

Local transport demand (trips per day) in the CBACP area is shown in Figure 21 Trip generation and private vehicle demand – current zoning potential vs implementation of Canning Bridge Activity Centre Plan. This compares anticipated demand with implementation of the CBACP with increased demand that will occur through current zoning and natural redevelopment.

In the medium term, total transport demand in the CBACP area to 2031 increases to a similar scale irrespective of implementation of the CBACP. However by achieving greater mode share as shown in Table 1 Target mode splits for Canning Bridge Activity Centre Plan Area the implementation of the CBACP can actually decrease the demand for private vehicles.

To achieve these modal share targets, a number of strategies have been identified, as follows:

### 4.3.1 Providing greater accessibility to strategic public transport

With the increased number of trips that will be generated from the CBACP area, a mode shift from private cars to public transport will be critical to ensure the continued accessibility, liveability and productivity of the precinct. An aspirational target of 20% of all trips in the precinct being made using public transport by 2031 is proposed in order to achieve this. This section provides a summary of recommendations to achieve this target.

*It should be noted that any specific recommendations relating to public transport services are subject to review, approval and implementation by the Public Transport Authority (PTA).*

#### Canning Bridge Station Interchange

- Improved Canning Bridge Station Interchange
- No park-and-ride
- Kiss-and-ride area

#### Enhanced Bus Infrastructure

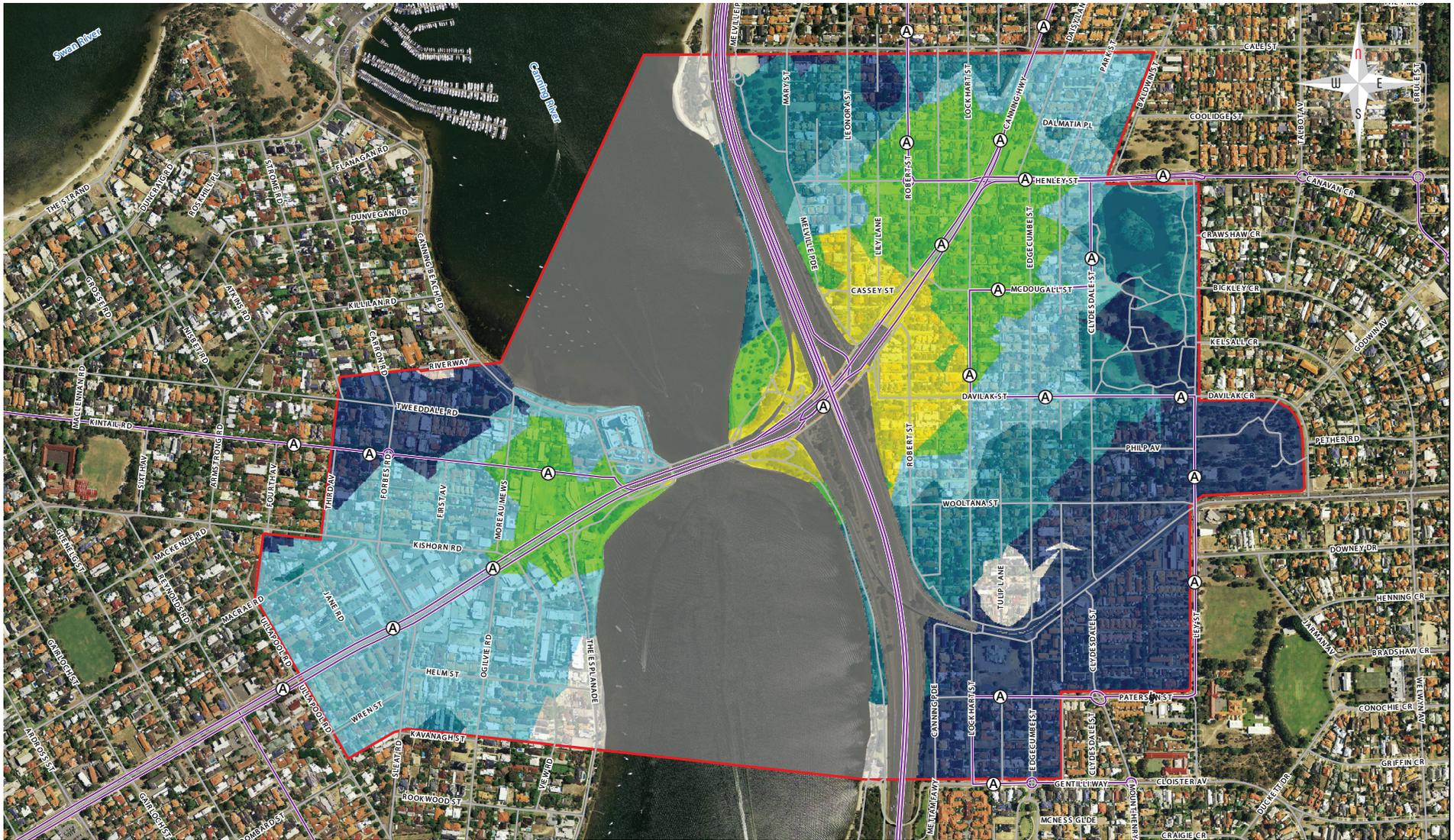
- Priority bus lanes along Canning Highway
- Pedestrian Action Plan
- Medium term removal of buses from Canning River Bridge.
- Long term removal of buses from Kwinana Freeway/Canning Highway interchange.

#### Enhanced Accessibility

Enhancing Public Transport Accessibility Level (PTAL) by:

- Reduced walking distance to services
- Increased frequency of services
- Improved mode reliability and preference
- Improved versatility
- Introducing new and/or rerouting services
- Providing regional, local and special routes to Garden City/Curtin University/Murdoch
- Increased bus frequencies

An initial baseline analysis of existing public transport services within the CBACP area is illustrated in Figure 22.



**Figure 23**  
Current Public Transport  
Accessibility Level

- Transperth Stops
- Transperth Services
- Road/Path
- Area Excluded from Analysis

**Public Transport Accessibility Levels**

No Value	Category 3: 5.01 - 10	Category 7: 25.01 - 40
Category 1: 0.01 - 2.5	Category 4: 10.01 - 15	Category 8: 40.01 +
Category 2: 2.51 - 5	Category 5: 15.01 - 20	Study Area
	Category 6: 20.01 - 25	

## 4.3.2 Pedestrian and Cycle Movement

The integrated transport strategy for the CBACP area aims to develop a transport system that promotes accessibility, liveability and good health outcomes. To achieve this, every effort needs to be made to encourage persons to consider walking and cycling as a real alternative to the car for some or all of their daily trips. Thus, travel within the precinct should focus on the ease of travel by bicycle or on foot. Any trips that are shorter than three kilometres should be candidates for either cycling or walking.

Figure 23 Pedestrian Network Plan shows the Pedestrian Network Plan, showing key desire lines and areas requiring enhanced access and crossings. Figure 24 Cycle Network Plan illustrates the Cycle Network Plan.

Facilitation of pedestrian and cyclist movement is a fundamental strategy for the CBACP. A number of structural, land use, and other strategies to encourage walking and cycling as a mode of choice will include:

- Provide shared spaces
- Reduce road speeds in the central CBACP area
- Activate frontages
- Provide footpaths of appropriate widths and standard
- Improve the permeability of network and provide facilities to support active transport options
- Provide quality public spaces
- Lighting, day and night
- Mid-trip and end-of-trip facilities
- Shade and shelter

## 4.3.3 Parking management

The parking strategy incorporates the following sustainable parking principles:

- Focus on people access not vehicle access;
- Provide efficient and effective alternatives to car access;
- Parking policy and strategy must support sustainable transport;
- The appropriate amount of parking for a centre will be well below the unconstrained demand for parking; and
- The provision of parking requires a demand management, not a demand satisfaction approach.

Parking approaches within the CBACP area move away from the “predict and provide” approach to consider initiatives that focus on management and an “appropriate” supply of car parking.

## 4.3.4 Improved technology and changing practices

The following additional list of practices, developments and technologies are proposed to assist in managing and promoting efficient movement through the CBACP area;

- Improved network operations
- Promoting local employment and services
- Working/shopping from home
- Peak spreading
- Car sharing systems
- Effect of increasing road congestion, parking difficulties and fuel prices on mode choice
- Effect of demand management, road pricing to reduce congestion.

It will be noted that many of these strategies require commitment from all levels of government to complement the commitment to development intensification from local government represented in the CBACP, to ensure effective integrated land use and transport planning, and genuine transit oriented development for the CBACP area.

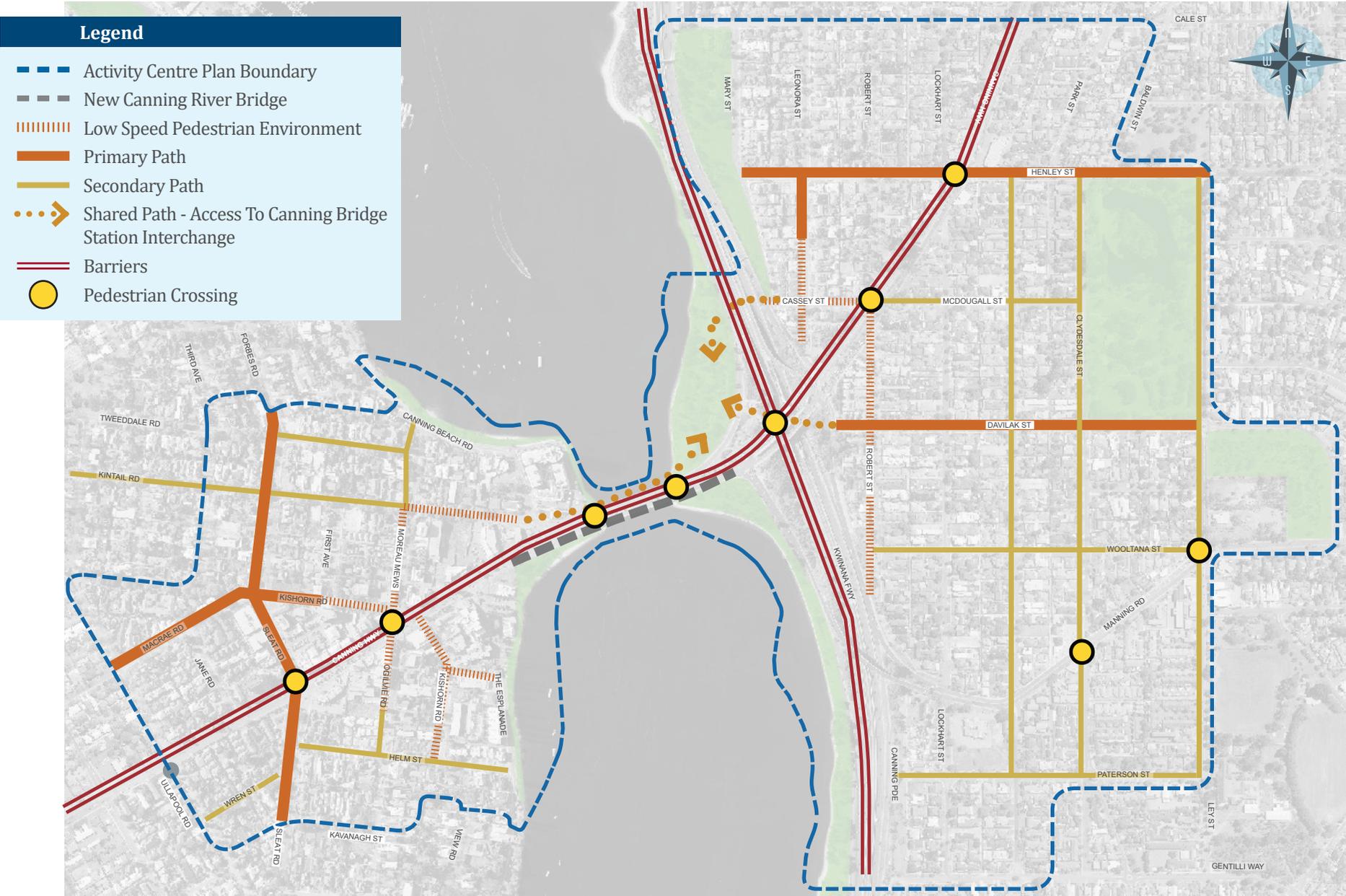


Figure 24 Pedestrian Network Plan

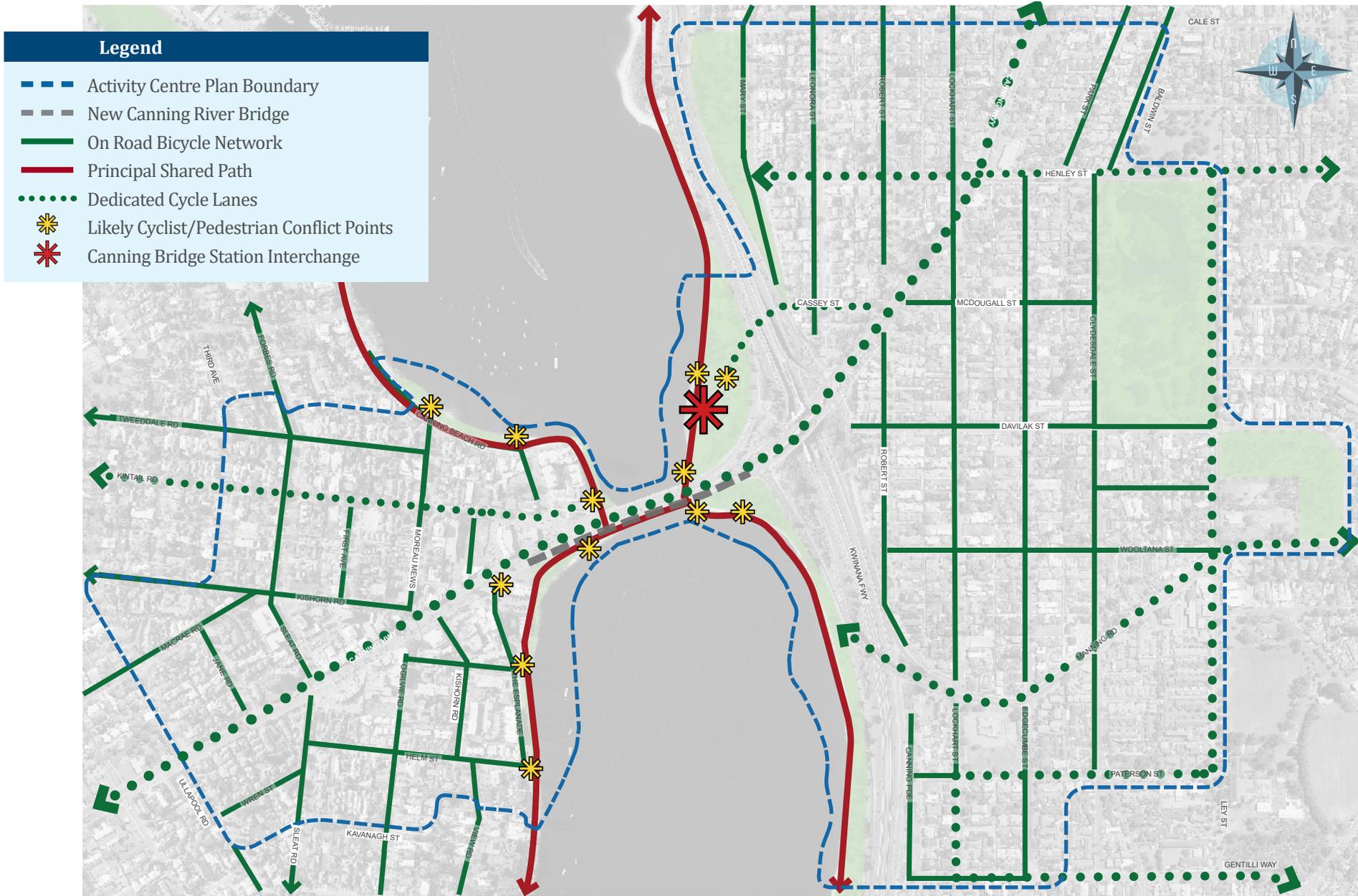


Figure 25 Cycle Network Plan

## 4.4 City of Melville ACP Review and Movement Network

The Canning River foreshore, Canning Bridge and Canning Highway have already been recognised as features of the ACP that significantly impact vehicle movements and connectivity within the ACP area. Within the City of Melville, the community south of Canning Highway are more disadvantaged with limited access to Canning Highway (resulting in increased street congestion), as well as compromised access to public transport.

### 4.4.1 Transport + Parking Strategy + Implementation

The ACP correctly promotes modal shift as a transport strategy to address this broader issue, accommodate population growth and mitigate impacts of new development. However, the community is discouraged that it is burdened with the impacts of significant new development, with no commensurate investment to promote or implement a modal shift in transport (and remaining uncertainty about the future transport network). A comprehensive, holistic transport + parking strategy, that accommodates the revised ACP goals and principles, is required to advocate and implement this change in collaboration with all State transport agencies and the Department of Planning Lands and Heritage.

### 4.4.2 A Shift of Focus

Notwithstanding these observations, the ACP must contribute more to its role in the context of Transit Oriented Development. The ACP is focused on matters of development control and needs to be more influential on driving outcomes within public spaces, including the public street network, if it is to succeed.

A fundamental shift in thinking toward the importance of the public realm guided the resolution of the matters that motivated the review. All stakeholders contributing to the review declared that the quality of public spaces like the foreshore reserve, civic places and streets are crucial to creating an attractive destination for local community and visitors, whether they be workers or people seeking out entertainment – among other things. It was agreed that new buildings alone would not create the outcome everyone desired.

### 4.4.3 A Local Road Hierarchy + New Village Heart

A logical calibration of open spaces and street types is proposed, each paired to a complementary rule of land use and building types that would create the built environment. As each street will be designed to perform a role and function, building types will need to correlate to and complement the role of the street. This relationship is interpreted through the assignment of preferred uses to determine the correct frontage treatment of buildings (trading frontages, non-trading frontages or various residential uses). This, in simple terms, creates the foundation for logical development control as well as a basis for vital and orderly government investment in the public realm - vital to attract quality design and development outcomes, as well as business and other private investment into the area. It is noted that the focus of this development control is on the ground and lower floors, independent of height controls.

The local road hierarchy was configured to support an agreed a new village heart at Moreau Mews, north of Canning Highway. This location recognises the:

1. civic opportunities with City owned assets - to establish a high amenity civic destination and promote quality development in an area that will be responsible for accommodating future growth;
2. higher vehicle accessibility north of Canning Highway - to accommodate non-residential uses,
3. access to the Canning River Foreshore amenities to tie in destination opportunities;
4. uncertainties of the future upgrades to Canning Highway – to consider amenity, design and timing implications;
5. proposed shifting of development growth from south of Canning Highway – to support a co-location tactic and address the recognized impacts of development south of Canning Highway.

#### 4.4.4 Regional Traffic

The ACP regulates development on private land within the ACP area. However, regional and externally-generated traffic will continue to form a large proportion of the traffic running through the ACP area. This will occur largely independent of interventions in the ACP area to effect modal shift away from private vehicle travel.

The risks and issues for the ACP area as a result of accommodating undue growth in regional traffic have been outlined in section 4.1.3 including

- Impact on streets as public, pedestrian-friendly spaces and the lifeblood of vitality, social connection and local identity for Applecross and Mount Pleasant
- Removal of highly valued trees on important and iconic streets, such as Kintail Road, with notable impact on local character, temperature regulation
- Reduced appeal of the precinct as a place for shopping, working and recreating (which creates further, downstream traffic impacts as journeys are longer)
- Severance of the local community with a substantial barrier which would be the cause of substantial physical, social, environmental and economic impacts

Ultimately a regional approach to shifting travel demand will contribute to a more appealing precinct, and deliver substantial benefits to ACP area, the surrounding community and the region.

Leadership from all levels of government is required to address this adequately. In lieu of regional traffic being effectively managed and modal shift being stimulated – as has been consistently advocated for a substantial period – a range of substantial and avoidable negative impacts will need to be managed.

## 5 Activity

### 5.1 Land Use Activity

#### 5.1.1 Existing

The CBACP area is a diverse precinct with a mix of primarily residential, commercial office space and supporting retail and entertainment amenities. Currently, the CBACP area includes approximately 1,900 dwellings, with approximately 37,417 square metres of non-residential floor space in 2008.

Table 2 Non-residential Land Use Activities - Existing

Land Use Activity	m2	% of Total Floor Space
Manufacturing/Processing/Fabrication	231	0.62
Storage / Distribution	200	0.53
Service Industry	584	1.56
Shop / Retail	4,714	12.60
Other Retail	710	1.90
Office / Business	25,232	67.43
Health / Welfare / Community Services	662	1.77
Entertainment / Recreation / Culture	5,041	13.47
Utilities and Communications	43	0.11
<b>Total</b>	<b>37,417</b>	<b>100</b>

Due to the maturity of the centre there is a good mix of uses between commercial, retail, residential and community and there is no specific intervention required to increase diversity, although there is a reasonably low proportion of retail offered. The growth of the centre is predicted to result in a distribution of uses consistent with the current situation although there is likely to be some reductions in land uses such as manufacturing and storage due to the increased density and land values.

There are currently a number of community, civic and cultural facilities within the precinct providing a high level of amenity, especially on the western area of the precinct. These are expected to be supported by facilities established on the Eastern Quarters as development occurs in the future.

Future retail offerings should maximise pedestrian benefit by locating new retail along linking pathways (see Figure 1 The Canning Bridge Activity Centre Plan) and in areas that can support high footfall. This objective is supported by the design guidelines developed in conjunction with the CBACP.

### 5.1.2 Future (Vision)

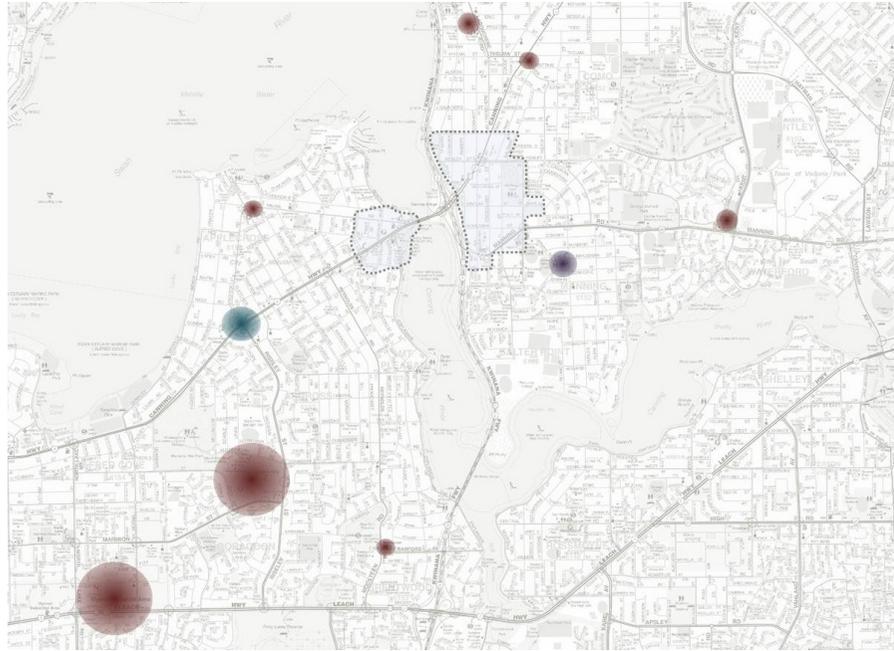
The development of the precinct is expected to achieve considerable levels of growth in the following decades and will result in changes to distribution and diversity of land uses, as shown below in Table 3.

**Table 3** Non-residential Land Use Activities - Future

Land Use Activity	m2	% of Total Floor Space
Storage / Distribution	5,154	3
Service Industry	8,590	5
Shop / Retail	25,771	15
Other Retail	3,436	2
Office / Business	94,494	55
Health / Welfare / Community Services	17,181	10
Entertainment / Recreation / Culture	8,590	5
Utilities and Communications	8,590	5
<b>Total</b>	<b>171,808</b>	<b>100</b>

## 5.2 Diversity Target

The diversity target (the ratio of retail compared to other activities) which is applied to the CBACP under SPP 4.2 is exceeded substantially, with more than 80% of the non-residential offer comprising uses other than retail. This does indicate that additional retail offerings could be accommodated, although the challenges of the location (access and parking) and the natural advantage of the CBACP area for attracting office, entertainment and residential uses may compete with larger retail uses.



**Figure 26** Retail Offer in proximity to the Canning Bridge Activity Centre Plan Area

### 5.3 Retail Sustainability

Presently the precinct exceeds the non-retail performance targets set out in State Planning Policy 4.2 for a District Centre and this is not expected to be affected by implementation of the CBACP. The CBACP area has evolved as a sustainable commercial and residential based centre that has a small level of retail that supports local needs. There are a number of centres in close proximity to the CBACP area that meet a large proportion of retail needs, especially for larger retailers (in particular; Booragoon – see Figure 25).

The growth in the retail offerings of the precinct are expected to grow proportionately with the growth in housing and commercial activity. The retail offering is proposed to be increased from approximately 13% to 17% of all non-residential land use activity.

### 5.4 Employment Self Sufficiency

There are approximately 1,700 jobs located within the CBACP area. It is expected that with changes to the area over time there will be an increase in service, community and entertainment jobs thus providing a better diversity of employment opportunities. Table 4 Employment below illustrates the changes in employment numbers over time.

**Table 4** Employment

Timeframe	Employment	Estimated Floor Space
2014 - Current	1,700	37,417
2031 - Directions 2031 (Central Sub Regional Strategy)	2,000	45,000
2031 - Canning Bridge Activity Centre Plan	2,400	55,000
2051	7,881	140,000
Ultimate Employment	9,272	171,808

Employment distribution for the precinct zone is estimated in Table 5 Employment by Quarter below for the sub-regional areas.

**Table 5** Table 5 Employment by Quarter

Quarter	Future Employment	Non-residential (m2)
Applecross	4,022	72,423
Mount Pleasant	2,925	54,878
Como	863	15,458
Manning	1,118	22,131
South Manning	344	6,918
<b>Total</b>	<b>9,272</b>	<b>171,808</b>

This indicates the high proportion of jobs which will be based in the Western Quarters as opposed to the Eastern Quarters and suggests that over the longer term higher self-sufficiency in the Eastern Quarters will need to be achieved (taking into account the employment generators proposed in South Perth and Curtin University Precincts).

## 5.5 Housing Density

The CBACP area is being planned to include a large residential component. Table 6 shows the projected increase in dwelling and residential population for the coming decades.

Table 6 Table 6 Estimated Dwellings and Residential Population

Timeframe	Dwellings	Population
2014 - Current	1,900	3,800
2031 - Canning Bridge Activity Centre Plan (26%)	4,100	8,000
2051 (78%)	12,106	19,000
Ultimate capacity	15,522	24,215

It is expected that the high density nature of the CBACP area will continue to attract low ratios of persons per dwelling into the future, which can be seen in the persons per dwelling targets. A challenge for the CBACP will be to attract a diversity of demographic groups to ensure the area provides the greatest possible variety of economic activities and employment types. Key to this attractiveness will be physical spaces and entertainment and enjoyment activities which need to be encouraged through the planning process.

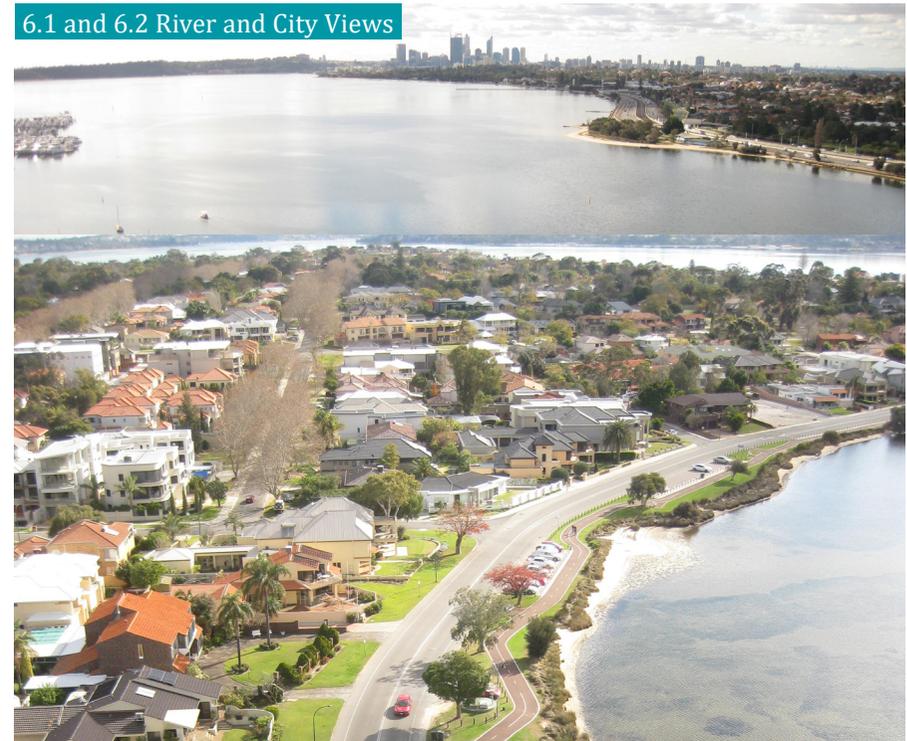
## 6 Urban Form

Superb natural assets are immediately apparent when considering the urban environment of the CBACP area. In considering the future of the centre, it is both a driver of design and the reason why the CBACP growth targets will be achievable.

It is important to identify the primary competitive advantage that this centre possesses; the physical location of the CBACP area provides outstanding access to river views and the Perth CBD. The views are accessible from most parts of the CBACP area and the topography of the landform supports recurrent viewpoints heading upwards away from the river foreshore. Both business and residents alike will have access to these views, making development of the centre desirable and economically viable.

Conversely, however, an overall observation of the existing built form of the centre is that its commercial development is ageing and in various states of repair, and its housing, whilst comprising of some very new development, is generally characterised by low density grouped housing stock from the 1970s to 1990s.

6.1 and 6.2 River and City Views



## 6.1 Place Vision

As noted in Chapter , the CBACP area has been considered in its entirety, with the outcome being the identification of six distinct Quarters, each with an existing urban form which defines the historical and current character of the place. Each of the Quarters has a specific sense of place and dominant land use. This sense of place and land use has been respected and reflected in the principles for ongoing development of each Quarter. In the case of the Q6, where no discernable quality was identified, a fresh new way of connecting the Quarter with its surrounding centre has been enabled.

Whilst the overall vision for development of the entire centre was set during the Canning Bridge Precinct Vision, the development of the CBACP has allowed for a more detailed vision for urban form based on the distinct place represented by each Quarter. A variety of concepts, including differing options for height and public open space, were considered with the community during preparation of the CBACP. The final CBACP has responded to all of the comments, input and feedback from both the community and key stakeholders, to provide a vision for urban form which responds to short and long term needs of the centre in a respectful and coherent manner.

### 6.1.1 Q6

Q6 will be developed over a period of time, with initial stages comprising the bus station upgrade. The bus station will be elevated at approximately the level of Canning Highway over the Freeway and its visual presence will be offset by high quality design features in the form of architecturally designed roof features and an open concourse allowing views through from lower levels in the Q3 area.

The Canning Bridge Station Interchange should bear the signage of 'Canning Bridge Station'; visible from all directions to identify the station as the unmistakable central public transport arrival point of the CBACP area.

6.3 Q6 Concept



It will be very important for the long term planning of the Quarter for the design of the bus station to provide for the greatest flexibility of the surrounding foreshore land. Desirable uses include cafes, restaurants, retail shops and civic and entertainment facilities. Some car-free development in taller building forms may be desirable in the long term.

The station itself should comprise travel and ticketing information booths, options for refreshments, storage facilities, shade and shelter and seating. Careful thought towards providing for planting (particularly trees) would be desirable in the design of the elevated bus station structure.



6.4 Gardens on elevated structures

The adjacent foreshore should be developed comprising a series of terraces which allow for universal access, casual seating and potential amphitheatre style events. Hard and soft landscapes can be used to great effect, providing both programmed and incidental leisure opportunities.

Linkages along the foreshore to the north and south are important parts of the regional pedestrian and cyclist network, and thought should be given to providing well planned stopping, viewing and refreshing areas comprising shade, water, incidental exercise equipment and seating.

In addition, the large expanse of foreshore southwest of the existing interchange has the opportunity to be developed into a highly desirable yet 'restful' alternative to the activity proposed in the north-western foreshore. An opportunity exists here to partner with the local community and historians to re-create a wetland rivers edge which reflects the past use of the land.

Critically, connectivity to both western and eastern Mixed Use areas will need to be improved. Pedestrian and cyclist overpasses and bridges will be critical to ensuring the long term enjoyment and safety of the Quarter. The development of a bus bridge to the east, currently planned in the Cassey Street area, is a critical connection for Q3 and Q4, which are currently very badly serviced despite their proximity.



6.5 and 6.6. Hard and Soft Landscapes

To the west the development of new bridges across the Canning River for Canning Highway will enable the re-use of the existing heritage listed wooden bridges for a shared public transport and pedestrian and cycle pathway. Examples such as the Pyrmont Bridge across Darling Harbour in Sydney provide good reference. Well planned shade and shelter, small cafes or pop-up outlets, and a safe and secure pathway will ensure this linkage becomes an active and enjoyable connector for the CBACP area community.



6.7 Pyrmont Bridge, Darling Harbour

### 6.1.2 The Mixed Use Zones

The Mixed Use area of the CBACP will be developed as high density, active urban space. Following on from examples throughout Perth, such as the urban form of Forrest Chase, development in West Perth and parts of East Perth, the form will provide for pleasant and unimposing streetscapes at ground level, with taller tower elements set back. Heights will be as indicated on the Land Use, Built Form and Zones Plan (Figure 26 Land Use, Built Form and Zones) and shall be further guided by the Design Guidelines. Ten to fifteen storey development is encouraged in the Mixed Use Zones.

A mix of overall heights will be encouraged between 10 and 15 storeys, and some buildings will have additional height where exemplary design or provision of community infrastructure is provided.

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6.8 Lower floors addressing the street and tower elements set back from view



6.9 and 6.10 Streets with active frontages and awnings for enhanced pedestrian enjoyment



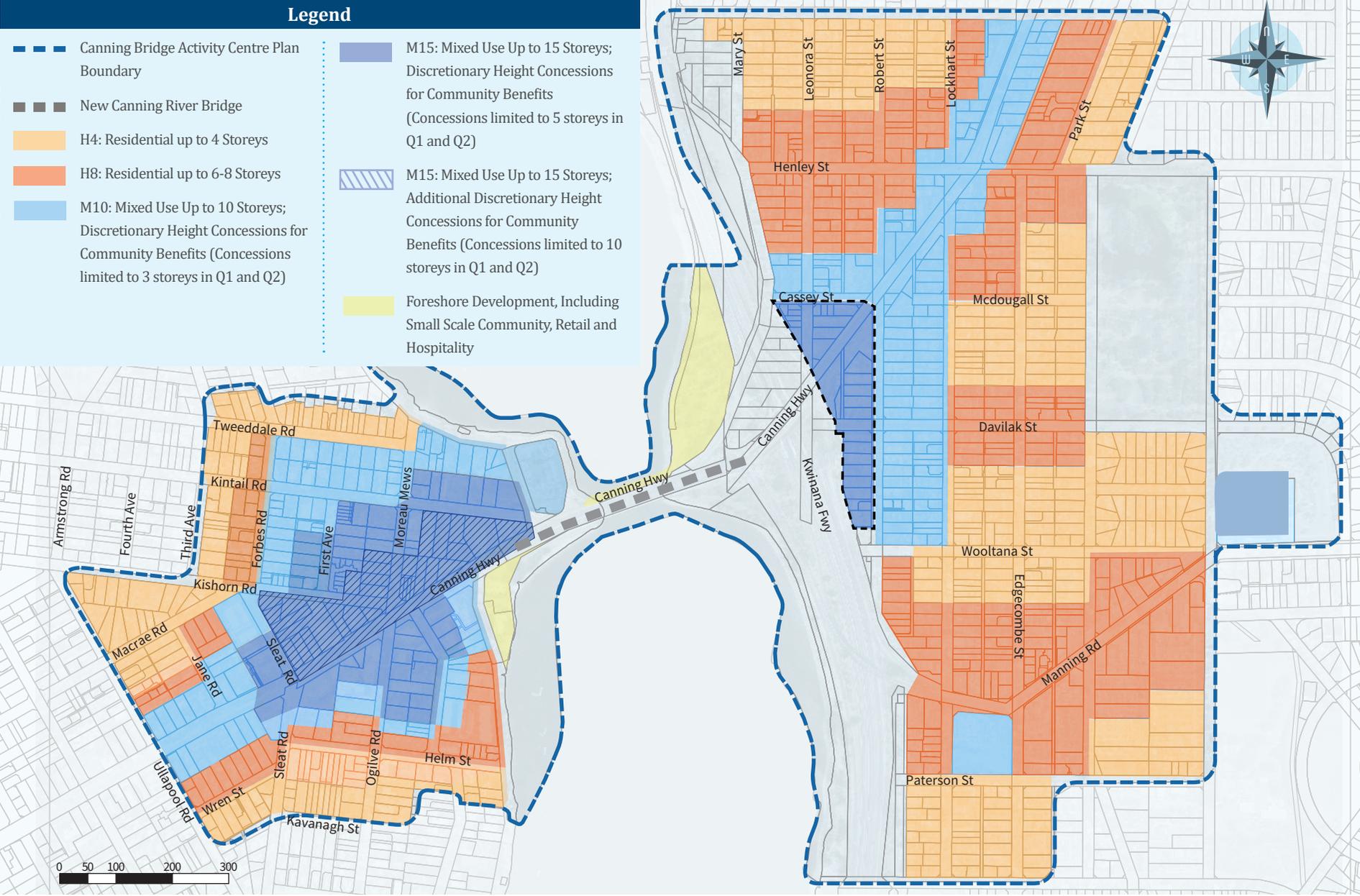


Figure 27 Land Use, Built Form and Zones

Identified key pedestrian routes will be addressed more specifically; land uses and design requirements will reinforce the nature of these streets as desirable pathways, with a focus on retail and entertainment uses along these streets, whilst office and apartment entrances may prevail on other streets.

Street setbacks will include awnings for shelter and special consideration will be made for building entrances near to public transport stops. Frontages will be open, with extensive glazing ensuring a clear interaction between the internal and external spaces of buildings. Spaces which blur the line between private and public will be encouraged to create a sense that the entirety of the centre is part of the public realm.

More specifically, it is expected that the Western Mixed Use area (compared to the Eastern Mixed Use area) will comprise a generally taller and denser built form. It will generally be dominated by commercial and entertainment uses, with residential uses prevailing in the urban fringe areas.



6.12 and 6.13 Space within the private realm that appears 'public' by design



6.11 Pedestrian walkways linking between buildings





Kintail Road, a key pedestrian spine, will be an intimate and active public space, where vehicles yield to people

Key landmark buildings will be encouraged near the intersection of Sleat Road and Canning Highway where the 'through' commuter first comes upon the rise in Canning Highway affording views across the centre, and the existing Raffles building will form the landmark and wayfinding feature of the river's edge. An additional opportunity does exist, subject to an alignment of planning and design of private development, to establish a pedestrian walkway spanning across Canning Highway between buildings at approximately the location of the existing overpass. Whilst challenging, this would be an outstanding outcome for the CBACP area.

In the Eastern Quarters, taller buildings will be confined to a much more compact core surrounding and including the Canning Bridge Station Interchange. Residential and commercial uses will be mixed and landmark buildings will be located at the point where the centre meets Q6.

The western end of Davilak Street, where pedestrians intersect before heading to and from the Q6, will be an enjoyable meeting space.

The Eastern Quarters are proposed to be more closely associated with their residential origins, allowing some change to land use along key linking pathways through the CBACP area, but generally encouraging increased residential housing opportunities and choice. It is likely that the Eastern Quarters Mixed Use Zone will take longer to develop, with much more fragmented land ownership across multiple strata dwelling developments.

Development in both Mixed Use areas will respect the scale of the street at the base of development, and the dominant form of development will be 2-3 storey podium style development with tower elements set back an adequate distance so as to be visually unimposing.

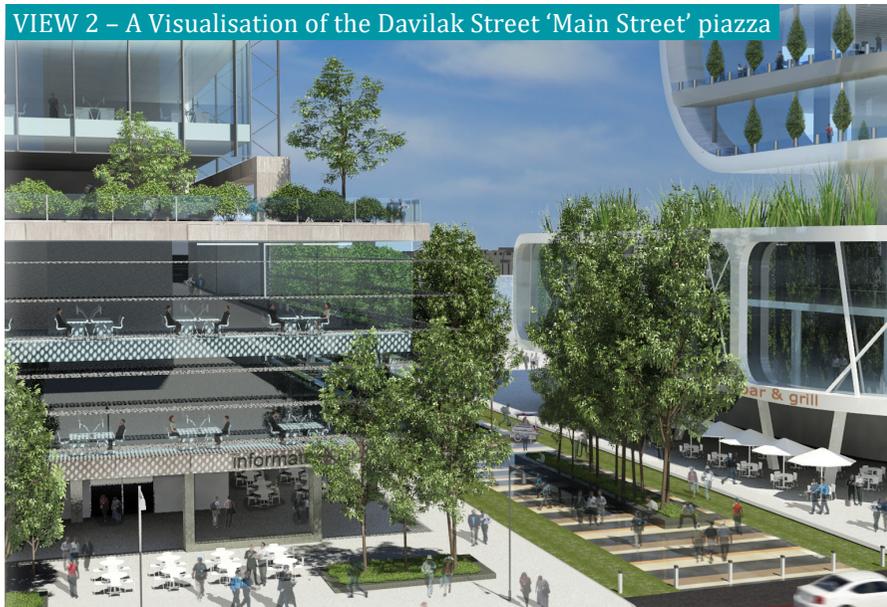
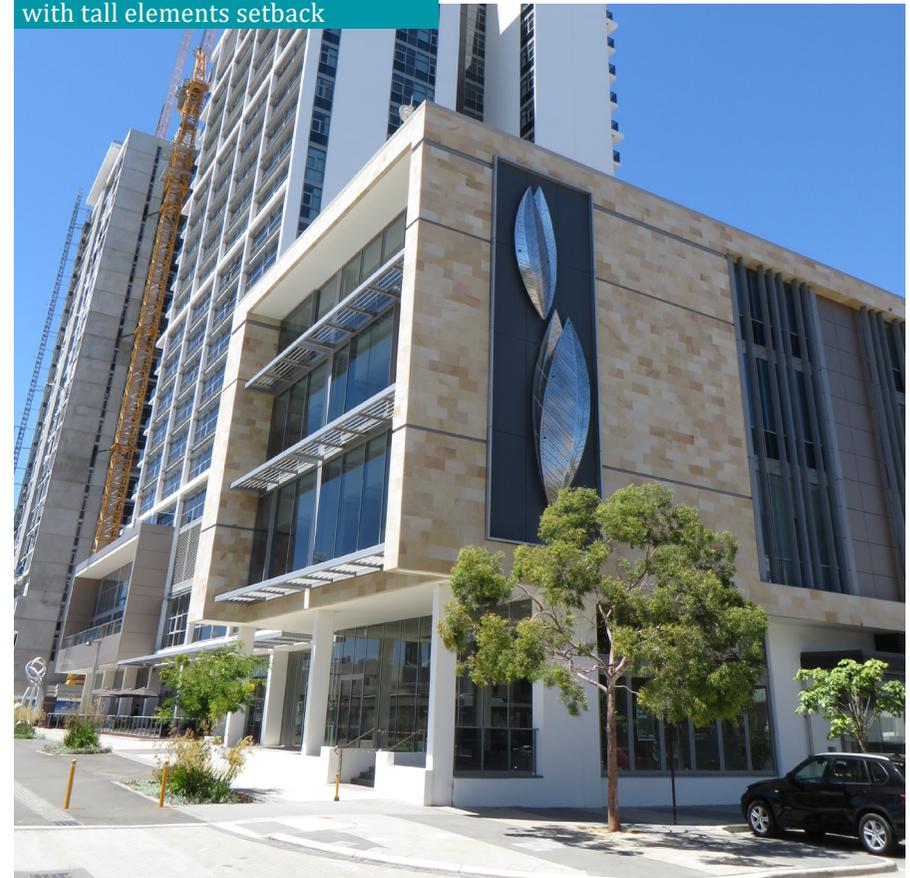
### 6.1.3 The Residential Zones

The residential urban surrounds in all Quarters will be a blend of 4-8 storey buildings, allowing for a good cross section of dwelling types and styles in each Quarter. The extent of density in each of the Quarters reflects the general extent of the study area; that is, the Western Quarters are quite compact, and the surrounding urban frame will also be compact yielding very rapidly to the surrounding low density suburban area, whilst the Eastern Quarters are much more spread and allows for a far wider urban frame to develop.

Closer to the Mixed Use Zone, it is expected that the form of the residential frame will start to mimic the ground level styles of Mixed Use Zone buildings, whilst further away from the Mixed Use Zones, the building form may reflect almost exactly what is currently being developed in the area.



6.14 and 6.15 podium development with tall elements setback



VIEW 2 – A Visualisation of the Davilak Street 'Main Street' piazza



6.17 and 6.18 Lower scale residential development



6.19 and 6.20 and 6.21 Medium density development reflecting the style of the Mixed Use (M10) areas





6.22 Spaces within private development which comprise 'public' areas



6.23 Private spaces where the public are invited to congregate

#### 6.1.4 Public Realm

The CBACP area is quite obviously lacking in large expanses of green open space, with the notable exception being the large expanse of open space which is the Swan and Canning Rivers. It is therefore critical that the public realm of the centre be carefully considered.

In considering the centre and determining the purpose and expectation for each of the Quarters, a vision for the use of the public realm has been established. It is the responsibility of all landowners, public and private, to contribute to the public spaces which enliven the centre.

Rather than attempting to re-introduce open playing fields, the CBACP seeks to celebrate the urban spaces which contribute to the sense of place and the feeling of the centre. In a constrained context within the Kintail and Ogilvie Quarters in particular, there is a natural preference towards small, intimate spaces as they are often easier to secure and establish. However the needs of the growing precinct also need to be considered and delivered over a longer term, including meaningful connection of smaller spaces, and consideration of larger spaces.

To this end, within Quarters 1 and 2, there is opportunity to complement the open space network to strengthen visual and pedestrian connection to the river, and make prudent use of land owned (in freehold) or managed by local government

6.24 Green walls and roofs creating enjoyable private space which can be seen from the public realm

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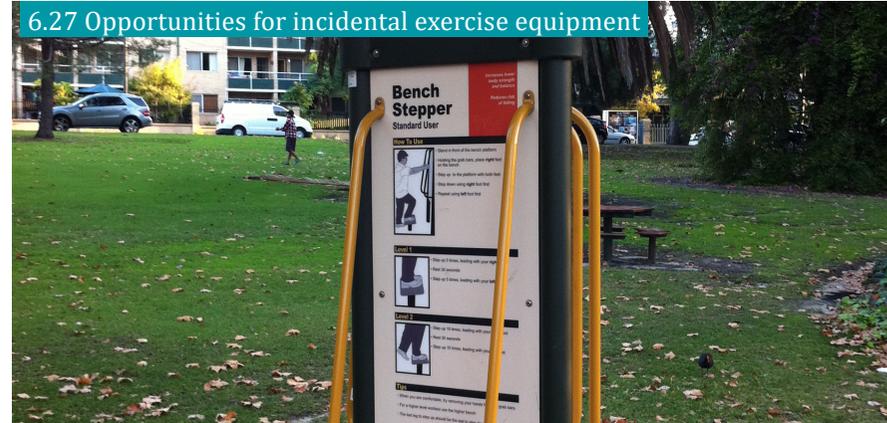
6.25 Incidental public art which contributes vibrancy



6.26 Re-created wetland edges which contribute to the public realm and provide opportunity for environmental improvement



6.27 Opportunities for incidental exercise equipment



### 6.28 Programming of spaces



### 6.29 Interesting temporary use of space – taking back the roads



### 6.30 Street trees add significant comfort and improvement



### 6.31 Shelter along walkways can encourage greater use and improve overall accessibility



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to deliver a variety of open space to support the diverse needs of the growing community.

Areas within the private realm that converse well with the adjacent street will be encouraged; open piazzas which envelope café seating and retail entries adjacent to nearby bus stops, or areas for youth play are highly desirable. A series of these connecting small spaces will make each of the spaces more intimate, but also contribute to the whole experience.

Buildings which incorporate green elements will be similarly supported; from green roofs to green walls and any permeation where the sense of outdoor space can be observed by others and can assist in combatting the urban heat island effect, delivering sustainability benefits.

Some large areas do exist where the Local and State Government can play a role in delivering more active spaces. The river can become part of a series of re-created wetlands including walking trails and education signage. The Tivoli Theatre and Library area should be the community heart of the Western Mixed Use area, with a multi user civic facility developed around an intimate plaza providing space for local events and market places.

A small, active square is envisaged at the end of Davilak Street which leads to the Q6 and it would also be desirable to seek to increase the community activation of MacDougall Park with additional small scale café or community spaces.

Opportunities for public art should be considered as part of a public art scheme within the centre.

Comfort in the public realm is also important and it should be recognised that shade and shelter play a big role in the walkability of the centre. Street trees will play a big part in maintaining the current spaciousness of the street networks, even after development is complete. The pedestrian and cycle way connecting across the river must be provided with some opportunity for shelter from wind, rain and intense sunshine.

### 6.1.5 Private Spaces

The public realm will need to be supported by private entertaining and recreation spaces. This is commonly occurring in significant developments throughout the Perth metropolitan area and many examples can be referenced. Areas which comprise good quality recreation opportunities, or allow for planted vegetation which can also be seen and/or accessed from the street will be encouraged, as this strengthens the sense of activation and passive surveillance around the centre.

## 6.1.6 Masterplan from ACP Review

The Place Design Forum provided an environment to interpret the principles agreed with participants through 2- and 3-dimensional design techniques. The below drawing included key place concepts that interpreted some of the important principles to better define the ACP area.

- Destination Nodes: Canning Bridge Village, Heritage Gateway and Canning Bridge Road + the Foreshore Rowing Hub;
- Defined a strong identifiable community heart at Moreau Mews for the Canning Bridge Village;
- Skewing the walkable catchment northward to recognise the location of the community heart and to favour a corresponding emphasis for new development to the north of Canning Highway enabling a relaxation of development pressures south of Canning Highway to recognise the introduction of impact controls that respond to a desire to protect amenity of existing residents;
- Strengthen hierarchy of street types and building heights;
- Improved River/ Pedestrian Connections through investment in the local street network;
- Improved at grade pedestrian connectivity across Canning Highway, to be accommodated in future capacity planning for Canning Highway;
- Strategic parking investment to accommodate destination parking, activate the street network with pedestrian activity, encourage a shift of commuter behavioural patterns toward public transport and shift the market mindset on-site provisioning of non-residential parking.

- 1 Canning Highway:** City of Melville preference to tunnel the highway, constructing a calmed street above, and connecting the precinct
- 2 Community Heart:** an identifiable, pleasant environment with great space for gathering
- 3 Core Retail:** located away from Canning Highway in pleasant, pedestrian friendly streets
- 4 Road Closures:** intersection of Kintail and Canning Highway expected to be closed, need to reconsider traffic circulation without impacting amenity
- 5 Green Corridors:** invest greenery in streets to improve tree canopy, parklets and verge treatments
- 6 Pedestrian Connections:** Provide pedestrian links between streets where possible
- 7 Open Space:** currently underprovided, use closed road reserves, property assets and partnerships to deliver great places
- 8 Foreshore:** utilise limited space with complementary land uses on properties in nodes facing the river, and converting streets into shared spaces
- 9 Rowing Clubs:** opportunity to combine existing facilities and create a community focus
- 10 Character:** match up streets, landscaping, activity, land use, built form and movement network to support and enhance local character
- 11 Place Branding:** leverage opportunities such as entry statements, and promoting vibrant leafy pedestrian streets converging on a public heart and link back to the river setting
- 12 Potential Activation:** located and curated appropriately, for residential, civic/cultural or retail/commercial contexts
- 13 Distributed Public Parking Facilities:** located to encourage visitors to get out and walk through the precinct, linger and invigorate the local economy
- 14 Constrained Capacity:** circulation south of Canning Highway and access can be challenging. Therefore, development potential and parking provision should shift north to ease pressure
- 15 Southern Connection:** improve bus services and access for land south of Canning Highway
- 16 Connection to Transit:** improve directness and safety of the connection to the train station
- 17 Gentle Transition:** focus on minimizing neighbour impacts where H4 meets surrounding residential

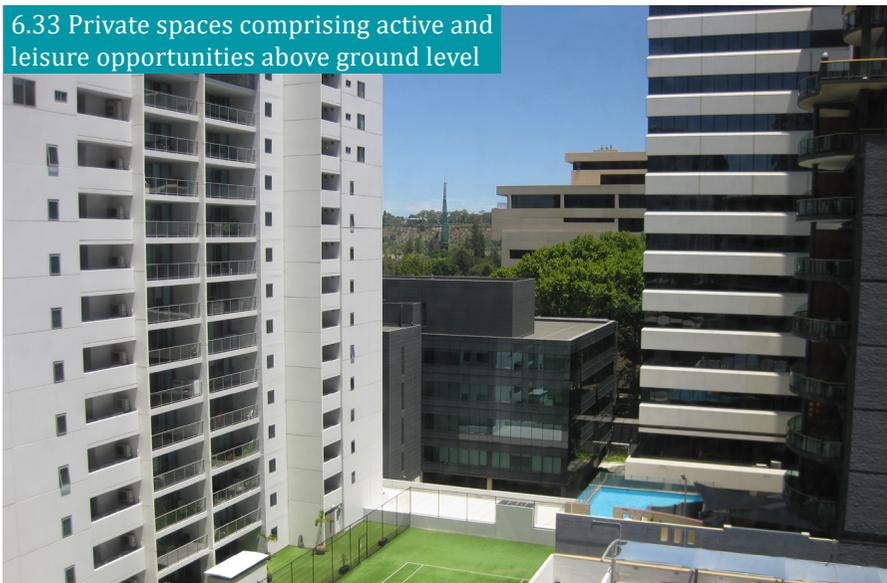
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6.32 Visible areas for private recreation above ground level



6.33 Private spaces comprising active and leisure opportunities above ground level



## 6.2 Urban Form Guidelines

Part One of the CBACP provides statutory provisions for design which are specific to the CBACP area. Consideration is included for elements such as form and mass, street setbacks, heights, site cover, parking, safety and bonuses which may be obtained for exemplary design or substantial development of community facilities.

## 6.3 Performance Bonuses

For properties within the Mixed Use Zones consideration of additional height or variations to side setbacks or other standards may be approved where exemplary design standards are met or exceeded and/or where the development includes the provision of a significant benefit to the community.

Design bonuses or benefits to the community may include:

- Exemplary design of key landmark buildings as they interface with the adjacent road network and provide for quality wayfinding in the centre
- Exemplary design which recognises access to sunlight and views from adjacent buildings
- Exemplary design generally, which reflects the desired character of the centre
- Design which attempts to limit overshadowing on adjacent properties, in particular, overshadowing of private recreation and outdoor spaces.
- World class provision of sustainable building design, including recycling capabilities and vertical and horizontal green elements
- Exceptional quality street interface, including creation of quality private/public spaces
- Access to public spaces on podium development
- Community facilities such as community hall spaces or multi user spaces, rest places and public facilities such as toilets, bike lockers and showers
- Public parking facilities by way of unbundled parking or reciprocal parking provisions
- Educational facilities
- Hotel uses
- Aged care and affordable housing provision

## 7 Sustainability and Resource Conservation

A separate Sustainable Infrastructure Study and Preliminary Environmental Impact Assessment have been completed as part of the CBACP and can be found in the Appendices. This Chapter provides a summary of key outcomes from those reports.

### 7.1 Environment and Heritage Management

A preliminary environmental impact assessment (PEIA) was undertaken as part of the CBACP. The PEIA considers the impacts from those elements of the Activity Centre Plan which may impact on environmental matters, including:

- Development of Q6;
- Upgrade of the Canning River Bridge;
- Change to high density housing;
- Re-creation of wetlands along the foreshore; and
- Removal of existing buildings.

#### 7.1.1 Flora and fauna

Overall, impacts to flora and fauna were found to be quite limited given the poor quality of existing vegetation. The re-creation of the wetland habitats along the river is likely to improve the river ecosystem and is highly desirable from both an environment and amenity perspective.

Impacts to vegetation associated with the Swan and Canning River Environmentally Sensitive Area (ESA) may occur on a minor level during the construction of the foreshore development areas, Q6 and the new Canning River Bridge. Impacts to the ESA should be discussed with the Department of Environmental Regulation (DER) and a Construction Environmental Management Plan (CEMP) developed for the Canning River Bridge and Q6 projects to mitigate any impacts associated with construction including sediment plumes from piling.

A more in-depth impact assessment is recommended for individual projects adjacent to the River prior to construction.

#### 7.1.2 Water resources

Impacts to the estuarine environment may also result from development of jetties and the like. The type of development should also be the subject of a separate impact assessment once any construction footprint and facility design has been established.

Surface water impacts will need to be considered during the works associated with the CBACP, to prevent contaminated runoff entering the Swan River. Future developments are also required to identify and manage the risk of disturbance of acid sulfate soils, contaminated sites and dewatering where necessary, and liaise with the local government authority and appropriate agencies including DER, Department of Water and the Department of Parks and Wildlife as relevant to the project.

#### 7.1.3 Contamination

The management of contamination needs to be undertaken in accordance with the Contaminated Sites Act 2003 dependent upon the final use of any site. Contaminated sites will need to be taken into account during the development works and remediated as required.

Hazardous materials, such as asbestos must also be taken into account during the upgrade or demolition of old buildings. Any hazardous materials that will be disturbed as a result of development in the CBACP area needs to be removed and disposed of in an appropriate manner so as not to cause potential contamination.

#### 7.1.4 Air quality

The PEIA considers air quality impacts due to potential increases in transport – including vehicles – associated with the CBACP implementation. Although the modelling suggests the CBACP will allow an increase in private vehicle trips overall, the type of movement appears to shift from private vehicle trips to other forms of transport or technology. The predicted shift to more sustainable forms of transport is likely to offset an increase in movement volume resulting in limited net change in air quality

## 7.1.5 Heritage

There may be Native Title implications associated with use and development of land within the study area and discussions with the Department of Aboriginal Affairs and the Native Title Claimants at an early stage is recommended for major infrastructure projects, such as the replacement of the Canning River Bridge.

## 7.2 Climate Change and Sea Level Rise

Flooding of the Swan and Canning River catchments is considered to be significant enough to cause property damage as often as every ten years or as infrequently as every 2000 years. In reality the last significant flood event was in 1830 when the Swan River was measured at 6 metres above its normal level.

The actual risk to the CBACP area due to climate change and sea level rise is difficult to quantify as much of the research either focuses on flooding of the Swan and Canning River catchments or sea level rise along Perth's coastline. The combined effect of both sea level rise and flooding is not typically considered, although the impact of this combined climate occurrence would be more substantial than each event itself.

Severe winds have become more common in Perth over recent years and also have a significant property damage cost implication. Effectively, any location near to a waterway (although Rivers to a far lesser extent than the Ocean) will be at risk of severe winds. It would be prudent for any developer within the CBACP area to undertake the relevant due diligence and in particular consider the appropriate engineering requirements for building resilience.

## 7.3 Services Infrastructure

In terms of future redevelopment and staging strategy it is important to understand the implication that this growth will have on the current systems and its capacities, and also how the future upgrades for each service type will be triggered based on the relevant servicing strategy, and surrounding growth outside of the CBACP area that also contributes to the need for infrastructure upgrades.

### 7.3.1 Water

The Cities of Melville and South Perth are connected by a 610 mm diameter steel pressure main, and are reinforced by the Melville Reservoir on French Road. It is anticipated that this 610 mm pressure main may be sufficient for a good portion of the CBACP area redevelopment, but it is not only these areas that influence the sizing of this pressure main. Due to the central location of this pressure main within the CBACP area, it is envisaged that further distribution and reticulation can be undertaken from this pipeline.

It is uncertain what infrastructure will need upgrading until a proper infrastructure review is undertaken, but it can be assumed that there will be some upgrades in the network, particularly some of the smaller pipelines. Water efficiency within buildings will be a high priority to avoid large scale upgrades. Ongoing Liason with Water Corporation is required; current indication is that the development can be serviced adequately.

## 7.3.2 Wastewater

Canning River divides the City of Melville and City of South Perth sewer catchment areas. Whereas City of Melville has only two separate sewer catchments west of the river, the City of South Perth has at least six sewer catchments within the boundary of the CBACP area. These sewer catchments are typically landlocked, and each catchment needs to pump wastewater to the next downstream catchment. This complex system of interdependent sewer catchments will make it difficult to forecast future upgrade requirements to the wastewater system. There are at least seven wastewater pump stations within the CBACP area along with local distribution infrastructure and major wastewater distribution and treatment infrastructure outside of the CBACP area (Figure 27).

It is uncertain what infrastructure will need upgrading until a proper infrastructure review is undertaken, but it can be assumed that there will be some upgrades in the network, particularly some of the smaller pipelines, and also the pump stations and pressure mains as they are all indeed small in capacity. Water efficiency within buildings will be a high priority to avoid large scale upgrades, with some view to recycling within buildings.

### Western Quarters

Pump stations may have minor capacity to accommodate organic growth in the surrounding area, but it is foreseen that any redevelopment activities will require upgrades to the wastewater infrastructure.

### Eastern Quarters

The sewer catchment arrangement for the Eastern Quarters is a complex system with similar interdependencies as for the Western Quarters. Redevelopment in the Eastern Quarters may require upgrade/replacement of pump stations.

## 7.3.3 Power

In terms of electricity, the CBACP area is located on the outer edge of the Western Power infrastructure area, resembling an “end-of-line” scenario. There is no power connection across the Canning River Bridge, and redevelopment on either side of Canning River will require substantial system upgrades.

### Western Quarters

The existing high voltage network currently supplying this area is likely to be unable to service future developments. It is expected that Western Power will require new extension of 22 kV express feeder cables into the CBACP area.

Additional transformers and high voltage ring main units are required to service the proposed development area.

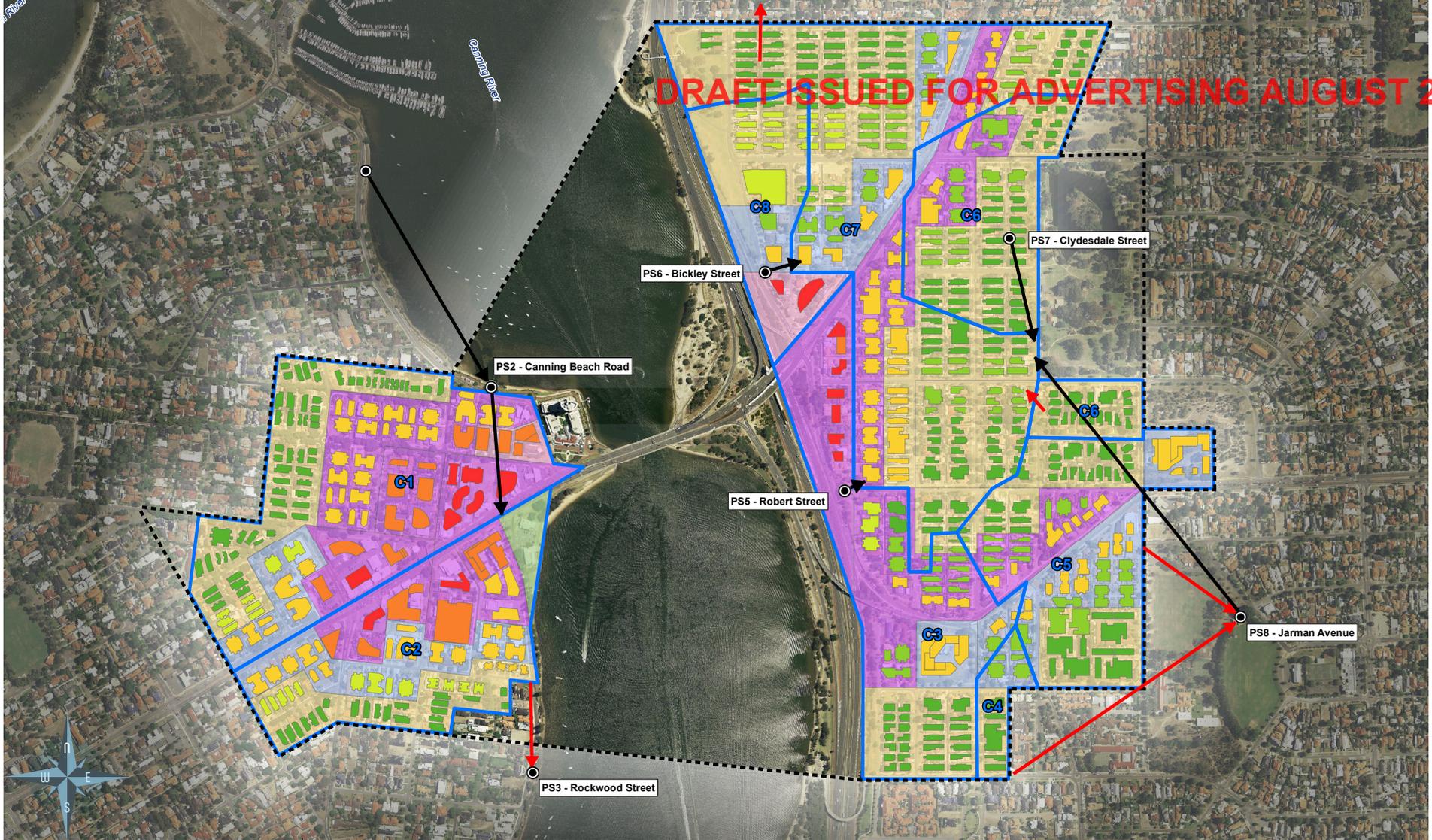
### Eastern Quarters

The Eastern Quarters are serviced via a substation running at 11 kV. The 11 kV voltage network has supply limitations compared with a 22 kV network and as such additional feeders will be required to service the development areas. It is likely the headworks costs would be required relatively early to ensure the network is able to supply the future development.

## 7.3.4 Non-essential Services

The “non-essential” services such as communications and gas typically expand as areas are developed and redeveloped. It is anticipated the authorities for these services will be able to adopt a growth plan that will support the redevelopment within the CBACP area. The focus will be on the reinforcement of existing bulk supply services, and subsequent distribution and reticulation of services. The National Broadband Network has planned infrastructure throughout the CBACP area.

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Wastewater catchments

● Pump Station

**Transfer Direction**

- Gravity Wastewater
- Pressure Wastewater
- ▭ Sewer Catchment
- - - Study Area

**Building Heights (Approx.)**

- Mixed Use zones 15 - 20 storeys
- Mixed Use zones to 15 storeys
- Mixed Use zones to 10 storeys
- Residential development to 8 storeys
- Residential development to 6 storeys
- Residential development to 4 storeys

**Yield Land Use (Approx.)**

- Residential Only
- Residential, Retail
- Residential, Commercial
- Residential, Commercial, Retail
- Open Space

**Note: plan unchanged from original ACP, prepared to illustrate wastewater catchments ONLY. Building heights and footprints depicted have no status. Refer to Development Controls in Part 1 for height and built form controls.**

## 7.4 Precinct Wide Sustainability

A sustainable infrastructure strategy has been prepared to investigate opportunities and potential cost benefits of utilising alternative and sustainable servicing strategies within the CBACP area.

The study has dual objectives:

1. To define energy efficiency performance for the built form and to establish economically efficient energy delivery systems that together will deliver a significantly lower energy and greenhouse gas footprint for the CBACP area than for conventional development.
2. To complement the base requirements of the local water management strategy with a comprehensive approach to water efficiency and the substitution of scheme water with alternative sources.

### 7.4.1 Context

The National Urban Policy (Our Cities, Our Future) is aimed at ensuring we have a productive, sustainable and liveable future. This document includes sustainability objectives and priorities, including:

- reduce greenhouse gas emissions and improve air quality; and
- manage our resources sustainably .

State Planning Policy (SPP) 4.2 also recognises the importance of reserves conservation (Section 5.5).

*The planning of activity centres should contribute to the conservation of resources, in particular a reduced consumption of energy and water.*

The demand for energy and water is significantly driven by the urban and built form. The infrastructure required to provide these services in a resource efficient manner needs to be embedded in urban design and reflected in Activity Centre Planning. The deferment of infrastructure considerations to stages beyond Activity Centre Planning will lead to more 'business as usual outcomes', because essentially it will then be too late to introduce innovations.

This report aims to identify how sustainable infrastructure can be incorporated directly into the CBACP area, and in doing so establish a new benchmark for integrating urban and infraActivity Centre Planning.

**7.4.2 Existing system capacity and future demand**

**Electricity Supply**

An assessment of demand at full development has been complete as outlined below, assuming 'business-as-usual' energy efficiencies apply.

**Table 7** Energy Demand

<b>Peak power demand</b>	<b>45 MVA</b>
Annual electricity demand	160,000 MWh
Annual greenhouse gas emissions	100,0000 tCO2-e

**Water**

Water Corporation has indicated that the existing water network has sufficient capacity at present, and that the existing servicing is adequate for the current zoning from a planning perspective. No upgrades are planned to accommodate increased density, and any upgrades will be driven by the approval of a Scheme/ Activity Centre Plan.

Future demand at ultimate development will rise from the present 0.5 GL pa to around 2.5 GL pa, assuming conventional demand patterns.

**Wastewater**

According to the Water Corporation most of the current system has sufficient capacity to cope with the existing demand. Planning work carried out for the City of South Perth in 2010 indicated that there are already a couple of short sections of sewer that are at capacity. Their long term planning includes a doubling of the flow in the main sewer from existing levels, and this would require duplication of many sections of the existing sewer. Implementation of the CBACP will likely impact the South Perth Main Sewer.

**7.4.3 Required Infrastructure Upgrades**

The capital cost estimates here are both preliminary and very approximate. They are intended to inform the analysis of servicing options rather than predict capital costs. These costs will be incurred over the development period.

**Table 8** Infrastructure Upgrade Cost Estimates

		<b>Description</b>	<b>2014 (\$m)</b>
Power	Generation	Additional capacity on the SWIS	85
	Distribution	Substation, feeder and local network upgrades	17
		Subtotal	102
Gas	Distribution	Local upgrades	3
Water	Source	Upgrades to IWSS source	54
	Distribution	Local upgrades	4
	Reticulation	Local upgrades	12
		Subtotal	70
Wastewater	Treatment	Upgrades to WWTPs	30
	Distribution & pump stations	Local upgrades	10
	Reticulation	Local upgrades	20
		Subtotal	60
<b>Total</b>			<b>235</b>

## 7.4.4 Potential Sustainability Initiatives

The Sustainable Infrastructure Strategy provides a series of recommendations that could mitigate some of the challenges of the 'business as usual' approach in the CBACP area. These are summarised as follows:

- Demand Management
- Decentralised Infrastructure

The upfront capital cost of all the alternatives discussed in the Sustainable Infrastructure Strategy is significantly greater than the cost of business-as-usual. However the savings in building costs (capex and opex) mean that the decentralised options (tri-generation and geothermal, non-drinking water recycling etc) will ultimately be cheaper than the other options over the long term.

On the basis of this preliminary assessment, it appears that the decentralised options offers the best emissions performance at the lowest economic cost with fully integrated solutions offering a significant value if recommendations can be implemented ahead of development.

# 8 Implementation

This chapter sets out the tasks which will be required to implement the CBACP. The implementation of the CBACP is not expected to happen in the immediate future – rather it will occur over time.

The preferred option is for implementation of the CBACP to be delivered through the provisions of the respective local planning schemes which may require Scheme Amendments by the City of Melville and the City of South Perth.

## 8.1 Statutory Planning Context and Operation

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

The CBACP has implications for the Metropolitan Region Scheme and the local planning schemes for the City of Melville and City of South Perth, as outlined in Figure 28.

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

### 8.1.1 Amendments to the Metropolitan Region Scheme

In order to accommodate road widening along Canning Highway through the CBACP area, an amendment will be required to the Metropolitan Region Scheme (MRS).

The MRS amendment will be a key step in implementing the recommendations of the CBACP and to facilitate a mode shift from private car use to alternative modes of transport such as public transport, walking and cycling.

	Stages	Status	Approval Authority
Planning studies / processes	MRS Amendment ▼	Not yet commenced	Western Australian Planning Commission; Minister for Planning
	Developer contribution scheme ▼	Not yet commenced	Cities of Melville and South Perth; Western Australian Planning Commission; Minister for Planning
Development Control	TPS amendments ▼	Not yet commenced	Cities of Melville and South Perth; Western Australian Planning Commission; Minister for Planning
	Development applications and subdivisions		Cities of Melville and South Perth; Development Assessment Panels

**Figure 28** Statutory Implementation Pathway

## 8.1.2 Special Consideration Areas

### Canning Highway

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

### Cassey Street

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

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

In principle, development of those lots which abut Cassey Street would be well served by providing parking facilities at the existing ground level and having first floor development addressing a new overpass/busway. The overpass could tie into the upper levels of a structure which provides access to the parking areas below. It is noted that the overpass is not intended for private vehicle traffic

## 8.1.3 Amendments to the Canning Bridge Activity Centre Plan

The CBACP has been prepared over an extensive period of time with substantial stakeholder input. Notwithstanding, a plan which is developed to consider growth over a 40 year period should be subject to review and refinement over that time.

Amendments to the Activity Centre Plan may be considered where, in the opinion of either the City of Melville or the City of South Perth the proposal has merit, is consistent with the Vision for the CBACP area and has community support.

Such proposals would require an amendment to the CBACP as per the enabling town planning schemes of the time. Such proposals would require further community engagement for the affected area including formal advertising.

## 8.2 Land Use and Development

Land use and development shall be in accordance with the guiding principles set out in the CBACP and more specifically in accordance with the Requirements and Desired Outcomes of the Design Guidelines.

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

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

### 8.3 Development Staging

Development stages reflect both infrastructure and built form staging. The delivery of built form is dependent on a range of services, transport, and community infrastructure prioritised in Section 8.4. Logical groupings of areas that would be subject to or benefit from collections of services improvements – based on existing services catchments – are described as “Infrastructure Stages”.

In the short term (development within 0 to 10 years) infrastructure investment should facilitate development staging that focuses on the Mixed Use Zones closest to the Canning Bridge Station Interchange and existing commercial activity. This will be predominantly within Q1 and Q2 where existing market demand and availability of appropriate development sites will create the most demand for investment. In addition to a focus on the Mixed Use Zone, short term staging will encourage development of the suburban interface – prioritising appropriate, lower scale development along the suburban edge to create a built form buffer to height and intensity in the Mixed Use Zone.

In reality, some new development is likely to occur immediately as it is understood that developers are awaiting the outcome of the CBACP. Whilst the CBACP contemplates a ‘short term’ and ‘medium term’ stage, it is recognised that some development will occur in the very near future.

Medium term staging (development within 11 to 20 years) will continue to consolidate the Mixed Use Zone, and facilitate expansion of intensity and development of the high density residential surrounds.

In the long term, ongoing development will continue to consolidate the CBACP area as a high functioning centre, with continued improvements in services and infrastructure.

The staging is illustrated in Figure 30 Eastern Quarters and Figure 31 which represent the Eastern and Western Quarters respectively. The earlier development which is expected to be seen is shown in the first image whilst the surrounding urban form remains. The second graphic in each series shows the short term development areas and the third graphic shows the final stages of build out. Development will not be uniform such as shown in these images; however, these images represent a preferred scenario of sensitive interface development whilst developing a high density urban core.

Development staging is further described in Table 9.

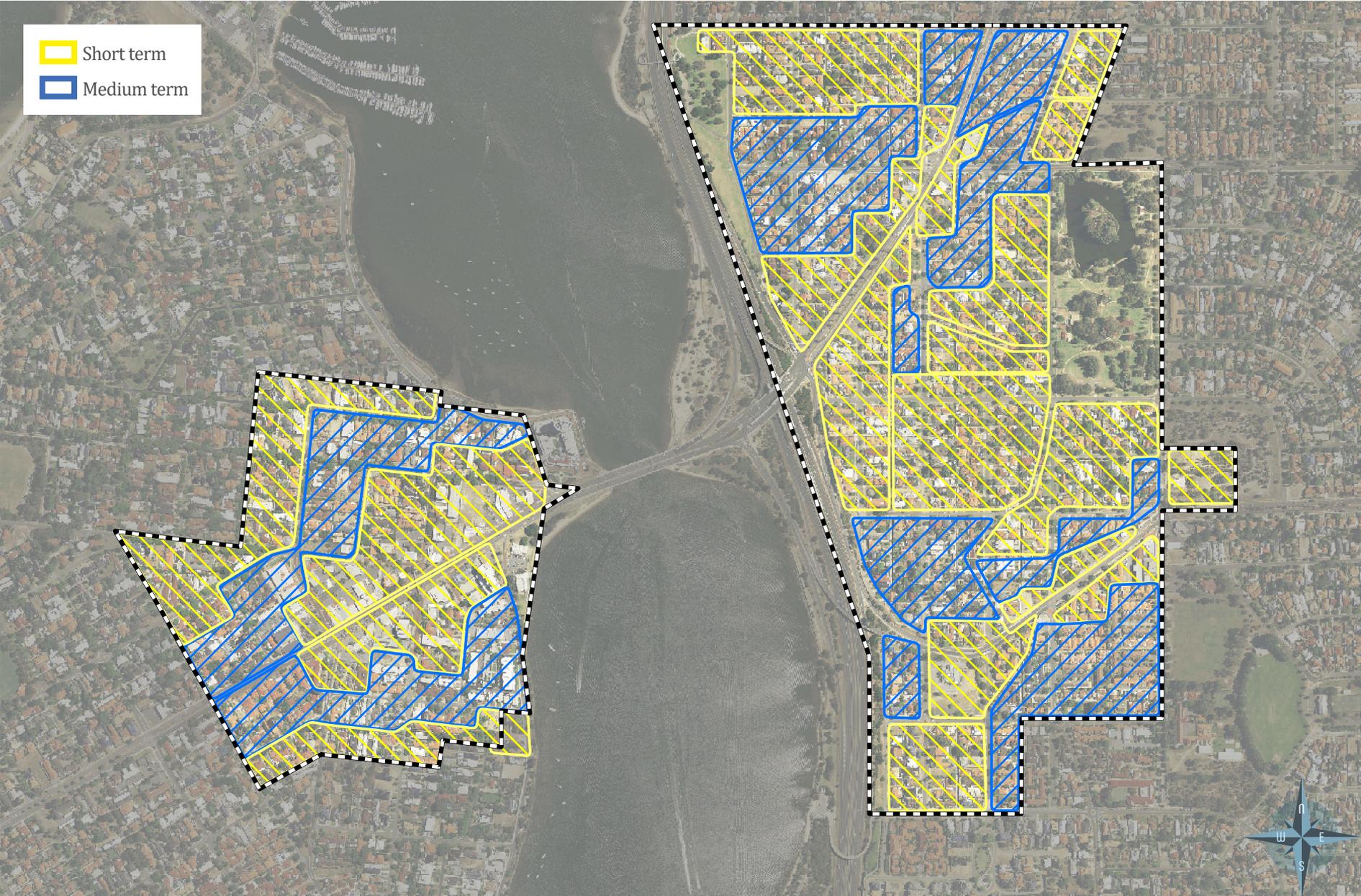


Figure 29 Development Staging



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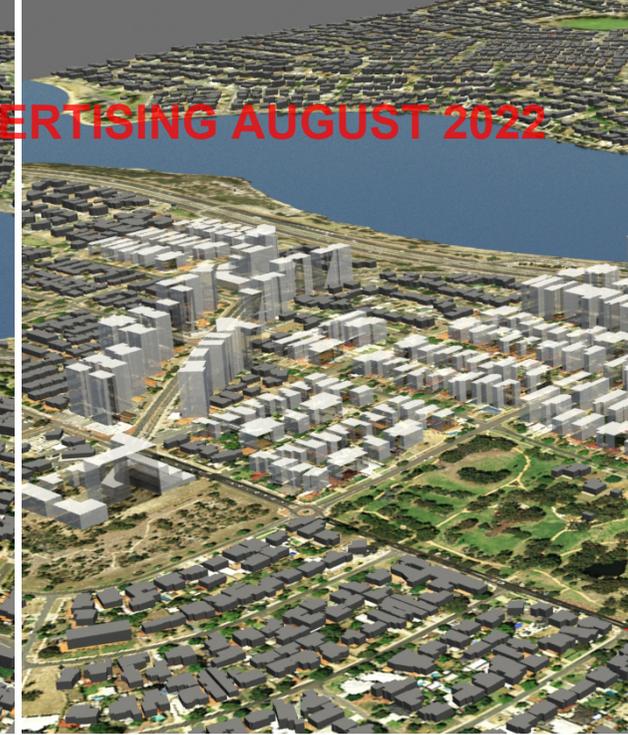


Figure 30 Eastern Quarters

Figure 31 Western Quarters

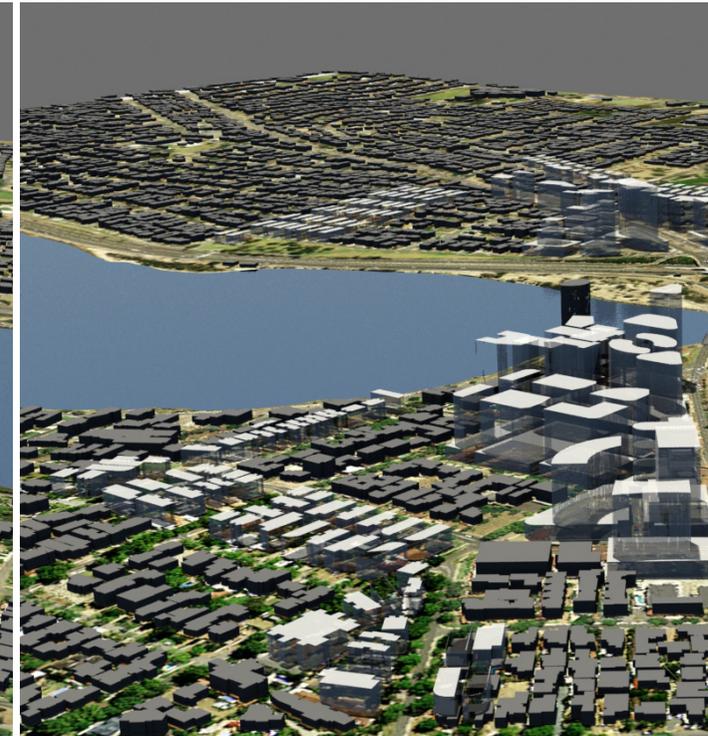




Table 9 Development Staging

Quarter	Infrastructure Staging	Short Term (0-10 years) Focus on immediate Mixed Use area and create the suburban interface	Medium Term 11-20 years Consolidate Mixed Use area, and facilitate expansion of the centre and residential surrounds	Long Term Continue to consolidate the CBACP area
Q1	Any redevelopment in Q1 will have an impact on the servicing requirements of Q2, particularly in terms of wastewater.	Kintail Road development priority Centre Mixed Use up to 15 storey zone Residential up to 4 storey zone	Centre Mixed Use up to 10 storey zone Residential up to 8 storey zone	Ongoing development.
Q2	A holistic approach to services upgrades, particularly in relation to wastewater, is necessary to focus development in the Mixed Use area of the CBACP area, through treating individual catchments as a single infrastructure stage (Melville).	Moreau Mews ped link priority Centre Mixed Use up to 15 storey zone Residential up to 4 storey zone	Centre Mixed Use up to 10 storey zone Residential up to 8 storey zone	Ongoing development.
Q3	Any redevelopment activities within these areas will require downstream infrastructure upgrades, and notably these may all affect the Q3 Quarter directly, particularly in relation to wastewater which connects from outside the CBACP area through this area.	Centre Mixed Use areas, Residential up to 4 storey zone within Eastern Quarters	Cassey street area, Centre Mixed Use areas Residential up to 8 storey zone Centre Mixed Use areas, Residential up to 4 storey zone within South Perth 2 infrastructure stage	Ongoing development.
Q4		Centre Mixed Use areas, Davilak public area priority, Residential up to 4 storey zone within the Eastern Quarters infrastructure stage	Centre Mixed Use areas, Davilak public area priority, Residential up to 8 storey zone Centre Mixed Use areas, Davilak public area priority, Residential up to 4 storey zone within Eastern Quarters infrastructure stage	Ongoing development.
Q5	Prioritisation of infrastructure upgrades within the Eastern Quarters will focus development on the Mixed Use area, and in closest proximity to the Q6.	Centre Mixed Use areas, Residential up to 4 storey zone within Eastern Quarters infrastructure stage	Centre Mixed Use areas, Residential up to 8 storey zone Centre Mixed Use areas, Residential up to 4 storey zone within Eastern Quarters infrastructure stage	Ongoing development
Q6	Development within the Q6 will require connection to services; development will likely be dependent on the Eastern Quarters infrastructure stage.	Bus station Light rail Pedestrian connections	Retail development and foreshore establishment. Pedestrian bridge activation.	Cassey street link

Table 10 Critical transport infrastructure (short term, 0-10 years)

Road Infrastructure	Public Transport	Active Transport	Parking
<p><b>Support planning for Public Transport Boulevards</b></p> <p><i>(Department of Transport; Cities of Melville and South Perth)</i></p>	<p>Establishment of “kiss and ride” facilities for Canning Bridge rail station <i>(Public Transport Authority)</i></p>	<p>Develop path network (Local Connectors) <i>(Cities of Melville and South Perth)</i></p>	<p>Develop a Parking Management Plan for the CBACP area, including requirements and guidance for Parking Control and Management Plans by developers as part of the development application process (Cities of Melville and South Perth)</p>
<p><b>Review modification to Canning Beach Road/ Kintail Road/Canning Highway Intersection <i>(City of Melville)</i></b></p>	<p>Construction of new bus station within integrated transit hub, including new pedestrian access</p> <p><i>(Department of Transport; Public Transport Authority)</i></p>	<p>Design and construction of cycle and pedestrian access to new bus station <i>(Public Transport Authority)</i></p>	<p>Implement a residential parking scheme that allows residents access to parking adjacent to their property at all times of the day. (Cities of Melville and South Perth)</p>
<p><b>Design and construction of Canning Highway road reservation to incorporate:</b></p> <ul style="list-style-type: none"> <li>• priority bus lanes in both directions;</li> <li>• dedicated cycle lanes; and</li> <li>• enhanced pedestrian experience</li> </ul> <p><i>(Main Roads, WA)</i></p>	<p>Consideration of an east-west rapid transit system along Canning Highway</p> <p><i>(Department of Transport; Public Transport Authority)</i></p>	<p>Design and construction of pedestrian crossings to Canning Highway <i>(Main Roads, WA)</i></p>	<p>Ensure motor cycle parking is provided at appropriate locations within the CBACP area. (Cities of Melville and South Perth)</p>
<p><b>Design and construction of public transport boulevards</b></p> <p><i>(Cities of Melville and South Perth)</i></p>	<p>PTA to review bus services and facilities and improve as required <i>(Public Transport Authority)</i></p>	<p>Improved pedestrian and cyclist facilities within the CBACP <i>(Cities of Melville and South Perth)</i></p>	<p>Develop a way finding and parking signage system including real time parking availability signs for the CBACP area, consistent with the broader area to assist drivers to know where car parking facilities are located. (Cities of Melville and South Perth)</p>
<p><b>Design and construction of local accessways within relevant development stages</b></p> <p><i>(Cities of Melville and South Perth)</i></p>			<p>Implement a controlled parking zone (CPZ) in the CBACP area, particularly timed parking to discourage informal park and ride, and to encourage public transport use, higher turnover of parking bays and discourage long term parking. (Cities of Melville and South Perth)</p>
<p><b>Water sensitive urban design (WSUD) features within road reserves and public open spaces to treat stormwater runoff <i>(Cities of Melville and South Perth)</i></b></p>			<p>Ensure adequate resources are allocated to parking enforcement within the CBACP area. (Cities of Melville and South Perth)</p>

## 8.4 Infrastructure

The implementation of the CBACP will involve the coordination of a number of activities at State, regional and local level as well as the preparation of a number of key documents. A key task for the CBACP is to set the context for major infrastructure provision by the public sector agencies, in line with key development stages described in Section . This is shown in Table 10 and Table 18.

NB: It is important to note that whilst the CBACP can recommend infrastructure upgrades be funded and delivered through a variety of measures, State Government agencies are responsible for regional infrastructure and the CBACP can only influence (and Councils encourage) the implementation of the plan.

**Table 11** Critical services infrastructure (short term, 0-10 years)

Water		Power		Non-essential services (telecommunications and gas)
Business as usual	Precinct-wide sustainability	Business as usual	Precinct-wide sustainability	
<b>Wastewater</b>				
Local distribution network upgrades (Water Corporation - headworks; developers - reticulation)	Recycled water feasibility study, (Cities of Melville and South Perth with Water Corp)	System capacity upgrades (Western Power)	Solar PV, and geothermal feasibility study (Cities of Melville and South Perth with alternative energy providers)	Connection to the National Broadband Network (NBN Co)
Local pump station upgrades (Water Corporation)		Local upgrades – including additional transformers, switch gear and low voltage distribution (Western Power)		Reinforce existing bulk supply services (Atco Gas)
Upgrade of South Perth main sewer (Water Corporation)				Distribution and reticulation of services (Atco Gas)
Potential upgrade of downstream infrastructure including pump stations and end of catchment wastewater treatment plants (Water Corporation).				
<b>Water</b>				
Local reticulation upgrades (developers)				

**Table 12** Critical community infrastructure (short term, 0-10 years)

Urban Spaces	Parks	Schools and Community Facilities
Design and construction of urban spaces and linking spaces shown on Public Open Space plan.  (Cities of Melville and South Perth)	Development and implementation of Landscape and Recreation master plans for McDougal Park and Olives Reserve.  (City of South Perth)	Review capacity of existing schools, and schedule upgrades if required. Improve public transport linkages to nearby schools.  (Department of Education)
Upgrade of active pathway connecting Q1 Quarter to Heathcote Lower area.  (City of Melville)	Design and upgrade of Heathcote Lower area for active recreation  (City of Melville)	

**Table 13** Necessary transport infrastructure (medium term, 11-20 years)

Road Infrastructure	Public Transport	Active Transport	Parking
Design and construction of local accessways within CBACP area (Cities of Melville and South Perth)	PTA to review bus and rail services and facilities and improve as required (Public Transport Authority)	Develop path network (all path and road types) (Cities of Melville and South Perth)	Develop multistorey decked car parks for communal parking in the CBACP area (Cities of Melville and South Perth)
Construction of the southbound Kwinana Freeway on ramp from Manning Road (Main Roads, WA)	Continual improvements to public transport infrastructure in accordance with the Department of Transport's Public Transport Plan for Perth in 2031 (Public Transport Authority)	Enhance regional active pathway network as part of foreshore works (Department of Transport)	Investigate the feasibility and potential location of reserved bays for the future introduction of car sharing schemes (Cities of Melville and South Perth)
Replace Canning River Bridge Traffic Bridge (Main Roads, WA)	Design and construction of light rail link from Curtin University to the CBACP area (Department of Transport; Public Transport Authority)	Redevelop retained northern timber bridge as pedestrian and cycle way (Main Roads, WA)	
Progress development of movement network (Cities of Melville and South Perth)			
Water sensitive urban design (WSUD) features (such as biofiltration swales) within foreshore reserves to treat road stormwater runoff (Cities of Melville and South Perth)			

**Table 14** Necessary services infrastructure (medium term, 11-20 years)

Water		Power		Non-essential services (telecommunications and gas)
Business as usual	Precinct-wide sustainability	Business as usual	Precinct-wide sustainability	
<b>Wastewater</b>				
Local distribution network upgrades (Water Corporation - headworks; developers - reticulation)	Develop recycled water facility (service provider)	System capacity upgrades (Western Power)	Developer alternative energy facility (most likely geothermal) (service provider)	Reinforce existing bulk supply services (Atco Gas)
Local pump station upgrades (Water Corporation)		Local upgrades – including additional transformers, switch gear and low voltage distribution (Western Power)		Distribution and reticulation of services (Atco Gas)
Upgrade of South Perth main sewer (Water Corporation)				
Upgrade of downstream infrastructure including pump stations and end of catchment wastewater treatment plants if not already completed (Water Corporation)				
<b>Water</b>				
Upgrade existing 610mm pressure main, as part of the Canning River Bridge replacement (Water Corporation; Main Roads)				
Local reticulation upgrades (developers)				

**Table 15** Necessary community infrastructure (medium term, 11-20 years)

Urban Spaces	Parks	Schools and Community Facilities
Enhancement of public realm on all local streets (Cities of Melville and South Perth)	Investigation, design, and construction of natural spaces, including wetland re-establishment along Swan and Canning River fringe. (Cities of Melville and South Perth)	Delivery of community facilities (e.g. centres, libraries, meeting places) focussed around urban spaces and linking spaces as part of new buildings. (developers)
	Delivery of foreshore open space improvements as part of Q6 (Public Transport Authority; Department of Transport)	

**Table 16** Supporting transport infrastructure (long term, 21+ years)

Road Infrastructure	Public Transport	Active Transport	Parking
Progress development of movement network (Cities of Melville and South Perth)	Construction of Cassey Street Link to Bus Station (uncommitted, subject to design and confirmation) (Public Transport Authority)	Progress development of path network (all path and road types) (Cities of Melville and South Perth)	Regularly monitor the parking profile to assess its operation and effectiveness and highlight issues. This information will allow targeted remedial measures; provide a good base study for subsequent changes and also application to other areas. An annual survey is considered appropriate. <i>(Cities of Melville and South Perth)</i>
Progress Regional Road Initiatives (Main Roads, WA)	Establishment of ferry services within Q6 (Public Transport Authority)	Enhance regional active pathway network as part of foreshore works (Department of Transport)	

**Table 17** Supporting services infrastructure (long term, 21+ years)

Water		Power		Non-essential services (telecommunications and gas)
Business as usual	Precinct-wide sustainability	Business as usual	Precinct-wide sustainability	
<b>Wastewater</b>				
Continued local distribution network upgrades (Water Corporation - headworks; developers - reticulation)	Maintain recycled water facility (service provider)	System capacity upgrades (Western Power)	Maintain alternative energy facility (service provider)	Reinforce existing bulk supply services (Atco Gas)
Upgrade of downstream infrastructure including pump stations and end of catchment wastewater treatment plants if not already completed (Water Corporation)	Consider new initiatives (service providers/ others)	Local upgrades – including additional transformers, switch gear and low voltage distribution (Western Power)	Consider new initiatives (service providers/ others)	Distribution and reticulation of services (Atco Gas)
<b>Water</b>				
Potential upgrade to local storage at Melville Reservoir (Water Corporation)				

**Table 18** Table 18 Supporting community infrastructure (long term, 20+ years)

Urban Spaces	Parks	Schools and Community Facilities
Ongoing enhancement of public realm on all local streets (Cities of Melville and South Perth)	Progress investigation, design, and construction of natural spaces, including wetland re-establishment along Swan and Canning River fringe. (Cities of Melville and South Perth)	Ongoing delivery of community facilities (e.g. centres, libraries, meeting places) focussed around urban spaces and linking spaces as part of new buildings. (developers)
	Ongoing delivery of foreshore open space improvements as part of Q6 (Public Transport Authority; Department of Transport)	

## 8.5 Actions

### 8.5.1 Actions identified from City of Melville Activity Centre Plan Review (2020-21)

Following a comprehensive review of the ACP and Canning Bridge precinct for the City of Melville, including in-depth community engagement, an Outcomes Report was produced, proposing a range of actions (well beyond the ACP itself) to deliver a precinct that meets the expectations, aspirations and vision for Canning Bridge, its residents and stakeholders. A full set of actions is available within the Outcomes Report itself, publicly available from the City of Melville. A summary of actions, showing how the modifications to the ACP contribute to realizing the vision, and complement other actions proposed is provided as follows.

The following key actions are proposed for the CBACP area.

Key Actions	Responsible/ Referral Authority
<b>Governance Arrangements for sustainable infrastructure delivery</b>	
Canvass affected local governments and WAPC Infrastructure Coordination Committee to investigate a district energy system.	Local government
Consult with the Economic Regulatory Authority and relevant ministers and departments (Planning, Water, Energy, and Local Government) to investigate a district energy system.	Local government
<b>Further Studies for sustainable infrastructure delivery</b>	
Undertake Solar PV concept viability study	Local government
Undertake Geothermal energy concept viability study	Local government
Undertake recycled water concept viability study	Local government
Undertake commercial viability study for service delivery implementation options	Local government
Undertake commercial viability study for distributed thermal energy	Local government
<b>Approvals</b>	
Refer and obtain approval for any Local planning scheme amendments prior to advertising.	EPA
Obtain clearing permits (where necessary) for native vegetation clearing and for any clearing in the Swan Canning River ESA	EPA
Undertake contaminated site investigations where necessary for management and remediation of the site. Liaise with the Department of Environmental Regulation.	Local government and/or land owner in liaison with DER
Where necessary, undertake an acid sulfate soil management plan.	DER
Advertise and obtain approval for impacts on the Swan River.	Swan River Trust (in the future by DPaW)
Obtain a permit for any works that will disturb the Swan and Canning River bed or banks	DoW
Consider Aboriginal Heritage issues for any development along the foreshore Consent of the Minister via a Section 18 application to the Department of Aboriginal Affairs will be required to impact these sites.	DAA and Minister for Aboriginal Affairs.

Key Actions	Responsible/ Referral Authority
Discuss potential Native Title implications associated with use and development of land within the study area at an early stage.	DAA and the Native Title Claimants
Obtain a licence where any state heritage sites are to be removed or impacted by future works, a licence will be required.	Heritage Council of Western Australia
Obtain a licence for any development/redevelopment of Canning River Bridge.	Heritage Council of Western Australia

## 8.6 Developer Contributions

Roles and responsibilities for provision of infrastructure – including transport, services, and community infrastructure – is complex within infill redevelopment projects such as the CBACP.

Development within the CBACP area requires upgrading of both local and regional infrastructure; the demand for these infrastructure upgrades will result from both development within and external to the CBACP area. The complex relationships between existing community demand, increasing demand within the CBACP area, and increasing demand outside of the CBACP area creates challenges in confirming to what extent developers are responsible for upgrading regional infrastructure due to increased local demand, and how this responsibility is implemented in line with infrastructure staging.

The potential to 'levy' major development proposals within the CBACP area in order to build up a fund for public infrastructure can be implemented through a Development Contribution Plan (DCP) – through local planning schemes. This tool can coordinate the sharing of the cost of common infrastructure between developing landowners across the CBACP area. Infrastructure would include transport infrastructure, services infrastructure, along with public realm and park investment. The delivery of an integrated, decentralised energy and water scheme, to achieve sustainability and cost efficiencies for services infrastructure, would need to be funded via a combination of development contributions and user charges.

There is significant risk to adequate and equitable funding of infrastructure if scheme amendments are progressed and development approved without a DCP in place. A development contribution plan does not have effect until it is incorporated into a local planning scheme or at least seriously entertained through initiation of the scheme amendment. Accordingly any development that occurs before this point would not be liable to contribute to the DCP. Separate development contribution plans will be required for the Cities of Melville and South Perth.

A DCP is also the logical instrument to seek and incorporate any applicable grants from Commonwealth (e.g. Infrastructure Australia) or State government which will offset developer contributions, and may well be critical to successful implementation of the CBACP. A comprehensive DCP incorporating a Capital Plan provides a transparent plan underpinned by the statutory power of a local scheme.

The following framework should guide the preparation of a development contribution plan to support the CBACP.

### 8.6.1 Purpose of a Development Contribution Plan for the Canning Bridge Activity Centre Plan area

The purpose of development contribution plans for the CBACP is to:

- Provide for the equitable sharing of the costs of infrastructure and administrative costs between owners across the CBACP area;
- Ensure that cost contributions are reasonably required as a result of the subdivision and development of land in the development contribution area; and
- Coordinate the timely provision of Infrastructure to deliver the CBACP.

### 8.6.2 Development Contribution Plan Inclusions

A development contribution area for the CBACP area should address a range of infrastructure and cost parameters, including both infrastructure and administrative items.

Infrastructure includes standard infrastructure items (services and facilities) and community infrastructure, including sporting and recreational facilities; community centres; child care and after school centres; libraries and cultural facilities and such other services and facilities for which development contributions may reasonably be requested having regard to the objectives, scope and provisions of the Western Australian Planning Commission State Planning Policy 3.6 Development Contributions for Infrastructure.

Administrative items include the administrative matters required to be carried out by or on behalf of the Council in order to prepare and (with respect to standard infrastructure items) implement the development contribution plan, including legal, accounting, planning engineering, and other professional advice.

Infrastructure costs to be included in a DCP include costs reasonably incurred for the acquisition and construction of infrastructure. Administrative costs to be included in a DCP include costs reasonably incurred for the preparation and (with respect to standard infrastructure items) implementation of the development contribution plan.

DCP inclusions must clearly result from a need for that infrastructure based on analysis of the demand created by the CBACP. There must be an established nexus between the infrastructure and demand created by the new development within the CBACP area. Where demand for infrastructure cannot be reasonably attributed to the CBACP area, it will be difficult to justify its inclusion within a DCP.

In identifying DCP inclusions, there must be a clear differentiation between district infrastructure requirements – the demand for which is generated by broader sub-regional growth – and local infrastructure requirements - the demand for which is generated only by growth within the CBACP area. Infrastructure required to manage sub-regional or district demand, whilst it may be located within or influenced by the CBACP area, is unlikely to meet tests of need and nexus for a local DCP.

An indication of infrastructure within and required for delivery of the CBACP is shown in table 19 (right).

Table 19 Development Contribution Plan Items

Local Infrastructure	District or Sub-Regional Infrastructure
<b>These items should be considered within a DCP for the CBACP area.</b>	These items are unlikely to meet policy requirements in relation to need and nexus within a DCP for the CBACP area.
<b>Transport Infrastructure</b>	
<b>Public Transport Boulevards</b>	Canning Bridge Station Interchange
<b>Local Connectors</b>	Canning Highway
<b>Local Access ways</b>	Canning River Bridge
<b>Active Pathways</b>	Manning Road
	Manning Road southbound freeway onramp
	Cassey Street Link to bus station
	Ferry terminals and services
<b>Services Infrastructure</b>	
<i>Wastewater</i>	
<b>Local distribution network upgrades</b>	Upgrade of South Perth main sewer
<b>Local pump station upgrades</b>	Potential upgrade of downstream infrastructure including pump stations and end of catchment wastewater treatment plants
<b>Decentralised wastewater systems</b>	
<i>Water</i>	
<b>Local reticulation upgrades</b>	Upgrade existing 610mm water pressure main
<b>Decentralised non-drinking water systems</b>	Potential upgrade to local storage at Melville Reservoir
<i>Power</i>	

<b>Local upgrades – including additional transformers, switch gear and low voltage distribution (Western Power)</b>	System capacity upgrades (Western Power)
<b>Decentralised energy systems</b>	
<b>Community Infrastructure</b>	
<b>Urban spaces</b>	
<b>Linking pathways</b>	
<b>Public open space upgrades</b>	
<b>Community centres, libraries, meeting places</b>	
<b>Administration Costs</b>	
<b>Preparation of Canning Bridge Activity Centre Plan</b>	
<b>Planning of decentralised infrastructure systems</b>	
<b>Preparation of developer contribution plan, including all infrastructure design and costings.</b>	

The inability to finance district and sub-regional infrastructure upgrades through developer contributions gives a financial incentive for governments to explore decentralised infrastructure. With decentralised systems, the need for district and sub-regional upgrades is reduced. The decentralised infrastructure costs can be managed through a DCP as the demand and nexus is clear - the decentralised infrastructure would only service the CBACP area.

## 8.6.3 Recommended development contribution areas

Individual development contribution plans are required for the Cities of Melville and South Perth. Each development contribution plan would be incorporated into the relevant local planning scheme.

In calculating both the area of an owner’s land and the total area of land in a development contribution area, the following areas would be excluded:

- a) roads designated under the Metropolitan Region Scheme as primary regional roads and other regional roads (i.e. Kwinana Freeway and Canning Highway);
- b) existing public open space;
- c) existing government primary and secondary schools; and
- d) such other land as is set out in the development contribution plan;

## 8.6.4 Guiding principles for development contribution plans

The development contribution plan(s) for the CBACP should be prepared in accordance with the following principles:

- Need and the nexus; the need for the infrastructure included in the plan must be clearly demonstrated (need) and the connection between the development and the demand created should be clearly established (nexus).
- Transparency; both the method for calculating the development contribution and the manner in which it is applied should be clear, transparent and simple to understand and administer.
- Equity; development contributions should be levied from all developments within a development contribution area, based on their relative contribution to need.
- Certainty; all development contributions should be clearly identified and methods of accounting for cost adjustments determined at the commencement of a development.
- Efficiency; development contributions should be justified on a whole of life capital cost basis consistent with maintaining financial discipline on service providers by precluding over recovery of costs.

- Consistency; development contributions should be applied uniformly across a development contribution area and the methodology for applying contributions should be consistent.
- Right of consultation and review; owners have the right to be consulted on the manner in which development contributions are determined. They also have the opportunity to seek a review by an independent third party if they believe the calculation of the costs of the contributions is not reasonable.
- Accountable; there must be accountability in the manner in which development contributions are determined and expended.

## 8.6.5 Recommended content of development contribution plan

Development contribution plan(s) for the CBACP should specify:

- the development contribution area to which the development contribution plan applies (most likely based upon infrastructure catchments);
- the infrastructure and administrative items to be funded through the development contribution plan;
- the method of determining the cost contribution of each owner; and
- the priority and timing for the provision of infrastructure.

## 8.6.6 Development contribution plan report and cost apportionment schedule

Once a development contribution plan comes into effect, the Council is to adopt and make available a development contribution plan report and cost apportionment schedule to all owners in the development contribution area. The development contribution plan report and the cost apportionment schedule should set out in detail the calculation of the cost contribution for each owner in the development contribution area, based on the methodology provided in the development contribution plan, and should take into account any proposed staging of the development. The development contribution plan report and the cost apportionment schedule would not form part of the scheme, but once adopted by the Council will be subject to review.

## 8.6.7 Determination of cost contributions

The determination of infrastructure and administrative costs would be based on amounts expended by Council/agencies in delivering infrastructure. However, when expenditure has not occurred, determination would be based on the best and latest estimated costs available to the local governments. These costs would be included in the cost apportionment schedule and reviewed at least annually by the Council, until the expenditure on the relevant item of infrastructure or administrative costs has occurred. Costs should be independently certified.

Development contribution plan(s) for the CBACP should include clear processes for the review and arbitration of individual cost contributions, should there be disagreement between an owner and the cost contribution determined in the cost apportionment schedule.



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