



Canning Bridge Activity Centre Plan Review - Summary Engagement Report

February 2020



ACKNOWLEDGEMENT

Shape Urban acknowledges the Whadjuk people of the Noongar Nation as the traditional owners of the land on which we are working. We recognise their cultural heritage, beliefs and relationship to the land, which continue to be important to Noongar people today. We pay our respects to Elders past, present and future.

We acknowledge the time of all participants in this engagement project, from the initial feedback received, through the Citizen Stakeholder Group and in the final engagement on the proposed modifications.

Shape Urban also acknowledges project partners The KP Collective, Officer Woods Architects and Flyt for their support in delivering the engagement across several areas of technical expertise.

Prepared by Shape Urban for the City of South Perth

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Executive Summary

The Canning Bridge Activity Centre Plan Review is a proactive approach undertaken by the City of South Perth to ensure that the planning completed for its various activity centres and growth areas meets the highest standards.

The community is naturally interested in changes to built form and activity, but is especially interested when changes are significant, as is proposed in the Canning Bridge area.

The process implemented to engage with the community was highly collaborative and designed to enable real deliberation by the community to help provide recommended improvements and amendments to the plan, within the limitations that there is an expectation that redevelopment will still be substantial.

This report describes the three key engagement phases undertaken in delivering the Review:

1. The broader engagement phase;
2. The Citizen Stakeholder Group; and
3. The final engagement

The community provided a wealth of feedback throughout these phases. In particular, the Citizen Stakeholder Group provided clear, implementable recommendations for improvement to the plan which can be progressed simply and quickly as they generally align with State wide planning frameworks and provide adequate flexibility for the City of South Perth to enable better decision making.

The proposed modifications have been very well received and whilst some minor changes may be considered, there was strong support for a number of key modifications that will significantly improve the impact of the transition from a low-density area to an activity centre.

In total, more than 600 people were directly engaged throughout this process, and more than 2000 people visited the project website during the engagement process.

1. Introduction

1.1 Background

The Canning Bridge Activity Centre Plan (CBACP) is a guide for development in the precinct surrounding the Canning Bridge Station, on both sides of the Canning River. The precinct extends for an 800 metre radius around the station, representing a ten-minute walk or a two-minute cycling distance (see Figure 1).

The CBACP was developed to support a revitalised station precinct with a mix of office, retail, residential, recreational and cultural uses, maximising opportunities offered by its unique transport hub location. It was the result of a collaborative effort by the Cities of South Perth and Melville, the Department of Transport, the Public Transport Authority, Main Roads WA and the Western Australian Planning Commission (WAPC).

The CBACP is underpinned by considerable analysis of the Stations and surrounds, urban growth projections and traffic management. It was finalised in 2016 after an extensive study period and community engagement over eight years.

The CBACP has been fully operational in the City of South Perth's planning scheme since 2017 and has resulted in fourteen separate development proposals across Como and Manning. To ensure the CBACP delivers on its vision, the City of South Perth (the City) continue to monitor its implementation.

In May 2015, when the City of South Perth Council resolved to adopt this plan, it also resolved to review and update the plan after it had been in operation and testing for a short period. The City believes there has now been sufficient use of the provisions by applicants, officers and Council to identify any improvements required.

The City has recently undertaken a background review and engagement exercise to understand and investigate the key issues that have been experienced by the community, applicants, officers and Council in the CBACP area since its endorsement.

1.2. Engagement Process

The initial CBACP Review engagement process was undertaken between February 2019 and May 2019. During this period members of the community were able to provide feedback through a survey, by attending one of two information and feedback sessions or registering their interest to be part of the Citizen Stakeholder Group. The final engagement period was undertaken in November 2019. The following provides a brief summary of the engagement process:



107 participants attended two Information and Feedback sessions.



More than 2000 individuals visited the project website.



321 individual survey contributions.



26 participants attended the Citizen Stakeholder Group.



128 participants attended two drop-in sessions.



44 respondents provided feedback on the proposed modifications.

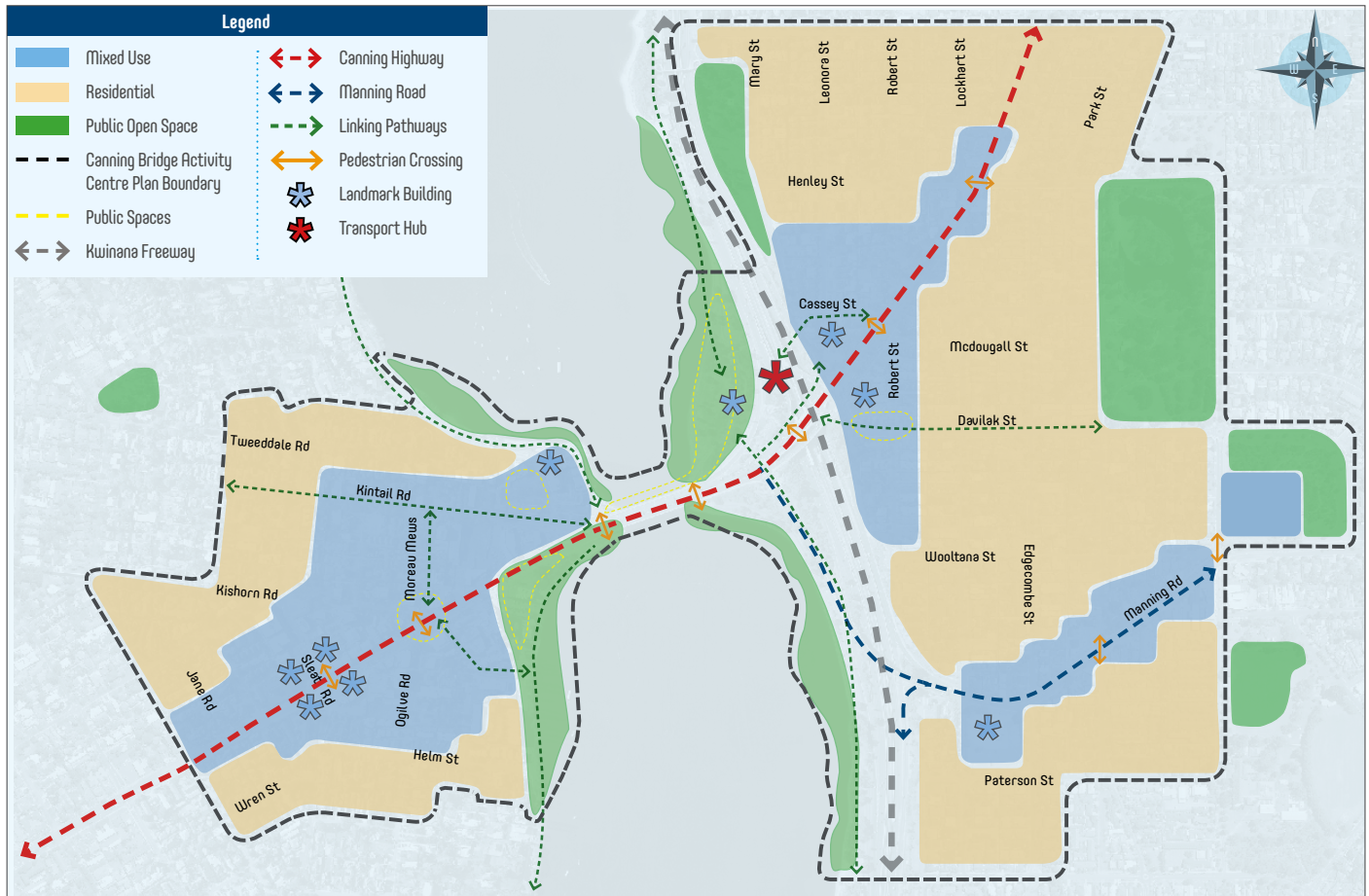


Figure 1 - The Canning Bridge Activity Centre Plan Boundary

1.3 Desired Outcomes

The goal of the Canning Bridge Activity Centre Plan Review (the Review) is to understand the community's collective experiences and concerns for the area based on a better understanding of how the CBACP is being interpreted.

The information gathered through the process has helped develop recommendations that will improve the use and interpretation of the plan, and the delivered outcomes.

NB: It should be noted that any statutory planning changes proposed by the City will require the review and approval of the WAPC.

1.4 Purpose of this report

The purpose of this report is to summarise the stakeholder engagement process, including activities undertaken pre-consultation such as a review of previous submissions, and during consultation such as correspondence with stakeholders, information presented, and modes of engagement including:

- Online surveys;
- Information and Feedback sessions;
- Citizen Stakeholder Group; and
- The final engagement.

This report contains the summary of the engagement process including community participation.

2. Broader Engagement Summary

All engagement was communicated via hard copy and online methods. Background information has been publicly accessible on the City's existing engagement website, *Your Say South Perth*. A link to the website was distributed on Facebook, via direct emails and letter as well as through printed materials available at the City's facilities (e.g. libraries).

Attachment A to this report provides a summary of the engagement, and feedback received, during the broader engagement period.

2.1 Information and Feedback Sessions

The Information and Feedback Sessions were held at the Manning Community Hall on Saturday, March 9 and at the George Burnett Centre on Thursday, March 21, 2019.

The events provided an informal opportunity for community members to provide the project team with the feedback and observations about the implementation of the CBACP. The main aim of these sessions was for the team to gain a better understanding of the experiences of the community, to confirm the outcomes of the early review.

Each session commenced with a presentation that described both the background to the study and some analysis of the findings of the submissions received.

Following a brief presentation, participants were invited to discuss the key themes of interest to them with the project team's technical consultants.

At the conclusions of each session participants were invited to provide additional written feedback as well as notes taken by the project team.

A full summary of outcomes from the Information and Feedback Sessions is included in Attachment A.

2.2 Engagement Overview

More than 1400 individuals visited the project website and/or reviewed the available documents resulting in 321 individual contributions to the survey and hundreds of individual comments.

As with the information and feedback sessions, the survey was intended to receive as much feedback as possible regarding the key areas of concerns, themes and suggestions from the community.

See Attachment A for a detailed report of the responses to the 12 survey questions.

3. Citizen Stakeholder Group

3.1 Deliberative Process

The culminating event of the broader engagement process was the Citizen Stakeholder Group (CSG), a deliberative panel across two half-days.

The session were held from 1pm to 5pm on Saturday 4 May, 2019, at the John McGrath Pavilion, South Perth; and Saturday 11 May, 2019 at the Manning Community Hall, Manning.

3.1.1 Selection Process

Community members were selected at random to meet the stratification goals of the area, including age, gender, land ownership and location.

The list of nominations is provided to the selector with names and email addresses hidden so that no name identifier can be used to influence the selector. A random number is generated for each nomination using the Microsoft Excel '=RAND()' function and then the list is sorted in ascending order.

Once all demographic information is coded, participants are selected from lowest random number to highest random number order with stratification goals met in a 'first met' selection method.

Some participants meet multiple stratification goals, which results in some minor over sampling. Some categories are not achieved based on under-nomination for that stratification goal.

Age

Based on percentage of population in the required age bracket from 2016 census (excludes 0-14 year olds).

Gender

Gender is selected on a 50/50 basis. Any nominee that did not to state gender was assigned as neutral and if selected was selected based on random order/first come selection.

Land Ownership Status

Based on ratios of land ownership to rental status in ABS statistics. As ABS statistics only seeks location of persons on the night of the census, the 'ratepayer not resident' category is made up of a mix of landowners and residents, when all other selection criteria are met.

Geography

Based on percentage of population in the area from 2016 census. Como is the majority land area of the CBACP. The ABS comparison has the population of Manning as just over a quarter of the population of Como and the selection of participants for each jurisdiction was weighted towards Como for this reason.

3.1.2 CSG Attendance

The CSG was attended by 26 participants on the first day and 20 participants on the second day,

The community were provided with presentations by industry professionals, discussed the results of the engagement to date and provided inputs based on that information.

The outcome of the CSG was a relatively high level of consensus on recommendations for rules or adjustments to the CBACP.

3.2 CSG Discussion Summary

The recommendations for design quality and parking were required to have 75% support to determine consensus.

Details of CSG presenters, tasks and outcomes are reported in Attachment B - Citizen Stakeholder Group Summary.

4. Final Engagement

The final engagement began with the release of the online survey and associated information packages on October 31, 2019. The survey and comment period was open until November 27, 2019.

The survey asked participants to note their level of support for twelve areas of modifications and provide any comments regarding those areas. Information sheets and posters were available to support the feedback process and can be found in Attachment C.

Two drop-in sessions were also held where participants could interact with staff and obtain further information or clarify their thoughts. People at these events were guided to the survey to make comment.

The first drop-in event was held on Tuesday 12 November 2019 at McDougall Park from 4.30pm to 6.30pm and 30 participants attended. The second was at the Manning Farmers Market on Saturday 23 November from 7.30am to 12.30pm and 91 participants attended. Of the total attendance at the drop-ins, 63 participants were female and 65 were male.

4.1 Engagement Summary

Throughout the final engagement period, some 668 individuals visited the project website or reviewed the available documents resulting in 34 individual contributions to the survey, 10 direct submissions (email or mail) and a number of individual comments. One of the survey respondents also provided a direct submission (both submissions are included in the numbers above).

An overall observation of the feedback received is that:

- The respondents were generally in favour of the proposed modifications.
- Privacy, overshadowing and deep soil area modifications were strongly supported and applauded.
- Some respondents suggested the modifications to setbacks are too onerous for development in the area, noting that development would be heavily constrained by the changes.
- The visitors parking modification was strongly supported, however, a number of respondents noted the conflict between increasing the parking requirement and the stated goal of the precinct as a transit oriented precinct.
- The waste management modification was strongly supported, however, a number of respondents noted that the technical challenges of such a modification would heavily constrain development unless smaller waste collection vehicles are introduced.
- A number of respondents encouraged the City to 'get on with it'.
- There is still some general opposition to the CBACP.

This section details the information that was gathered on each of the modifications. It should be noted that participants did not have to respond to all questions in the survey, so the participation rates vary in each of the relevant graphs (Figure 2-10), and none of the direct submissions discussed in 4.15 responded to these survey questions and are thus not included in the graphs.

A full transcript of comments is in Attachment D.

4.2 Setbacks and H4 Height

The proposed setback modifications represented a substantial change from the existing CBACP. The modifications included both a significant increase in side setbacks, whilst also enabling an increase in height by two storeys in the H4 zone where specific minimum lot sizes are achieved.

When asked about the proposed setback modification, 53% of submitters 'supported' or 'strongly supported' the setback requirements in the CBACP review, with a further 11% neutral.

Although there were 35% who did 'not support' or 'strongly did not support' the proposed modifications, this included:

- 9% who suggested that the proposed setbacks are too onerous; and
- 6% who generally do not support the CBACP.

Some concerns expressed by both supporters and non supporters included:

- The reduction in development potential created by the increased setbacks; and
- Drawing attention to the fact that the setback requirements may lead to a greater amalgamation of lots.

Other general comments related to:

- Preferring the existing setbacks.
- Asking for a reduction in current setbacks.
- Expressing concern about overshadowing.

Three respondents stated specifically that they did not support the potential for height increase in H4 whilst three indicated support. One submission suggested a height increase opportunity in the H8 zone as well.

Figure 2 illustrates the level of support from the survey on setback modifications.

From the feedback received, it is recommended that the City progress with this modification, noting that the modification links to *State Planning Policy 7.3 - Apartment Design (SPP7.3)* which allows for discretion to be applied based on design outcomes.

This will result in a better design outcome which may alleviate some concerns about reduced development yield, whilst still ensuring a more amenable built form during the transition to a fully developed precinct.

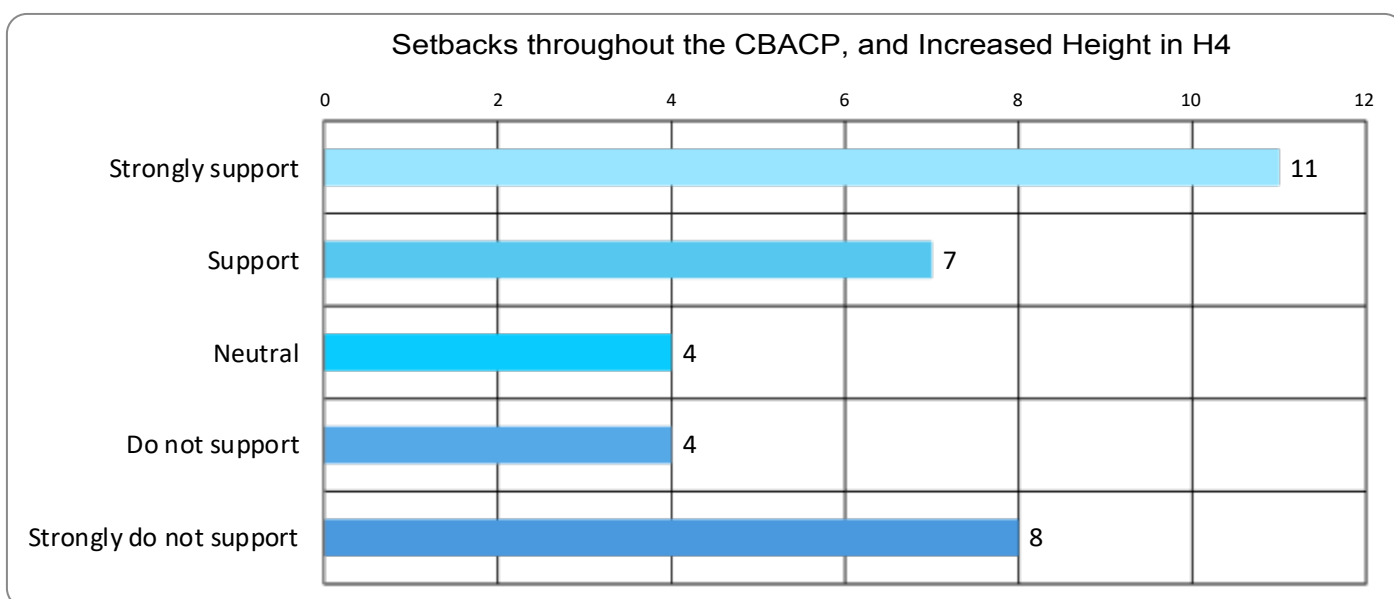


Figure 2 - Level of support for setback and bonus height in H4 modification

4.3 Building depth

Building depth received a high level of support with 67% supporting the provisions on building depth.

Comments from the those who were neutral (15%) included questioning the need for extra requirements if the setbacks are increased (as per Section 4.2) or were concerned that the internal amenity of the buildings could be lost.

The small number (15%) who did not support the modifications made comment that they did not support the CBACP generally, and thus did not support the modification. Conversely, one respondent did not support the building depth modification because it would restrict high density development.

The comments supporting the changes referred to the guidelines discouraging short fat buildings and encouraging tall slim buildings. A general trend in the comments was that the building depth guidelines will be good for design and allowing better airflow.

Figure 3 illustrates the level of support from the survey.

From the feedback received, it is recommended that the City progress with this modification.

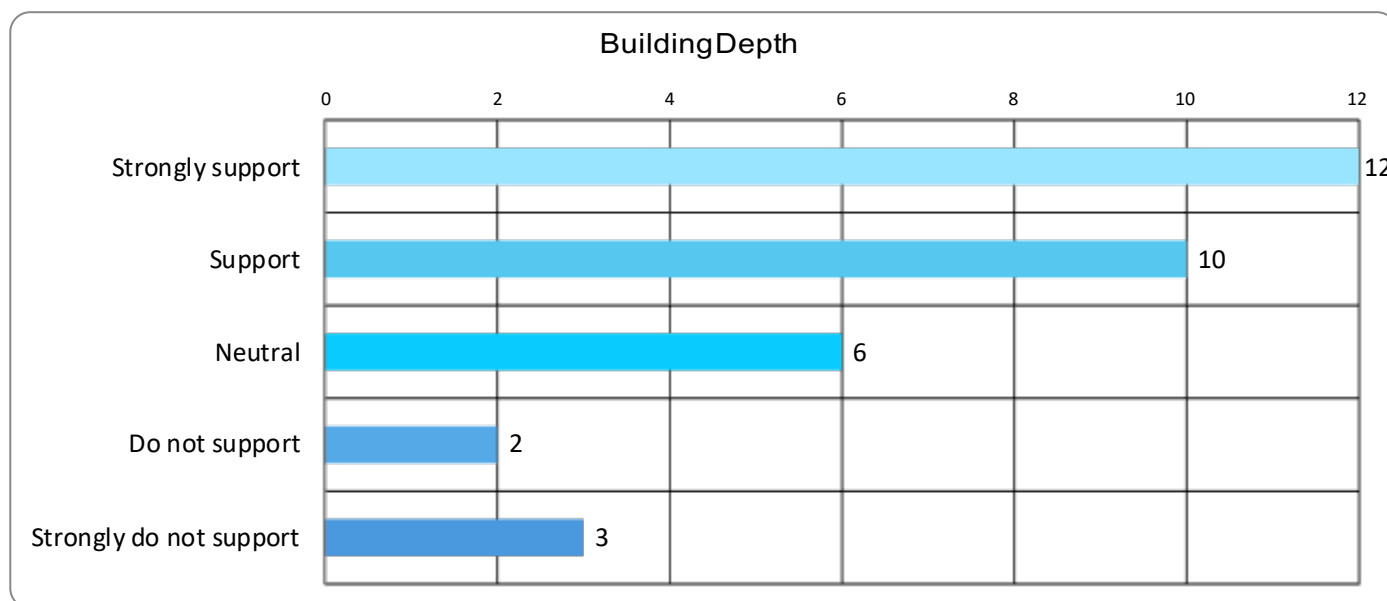


Figure 3 - Level of support for building depth modification

4.4 Deep soil areas

There was significant support of 79% for the deep soil areas proposed in the modifications to the CBACP.

The main reasons for supporting the deep soil areas related to increasing the tree and canopy cover and improving the quality of open space. There was also recognition of water infiltration benefits of deep soil areas.

Protection of existing mature trees was mentioned as an opportunity to be considered with the allocation of deep soil areas.

Those who did not support or were neutral regarding this modification did not make any further comment or give reason for their answer.

Figure 4 illustrates the level of support from the survey.

From the feedback received, it is recommended that the City progress with this modification.

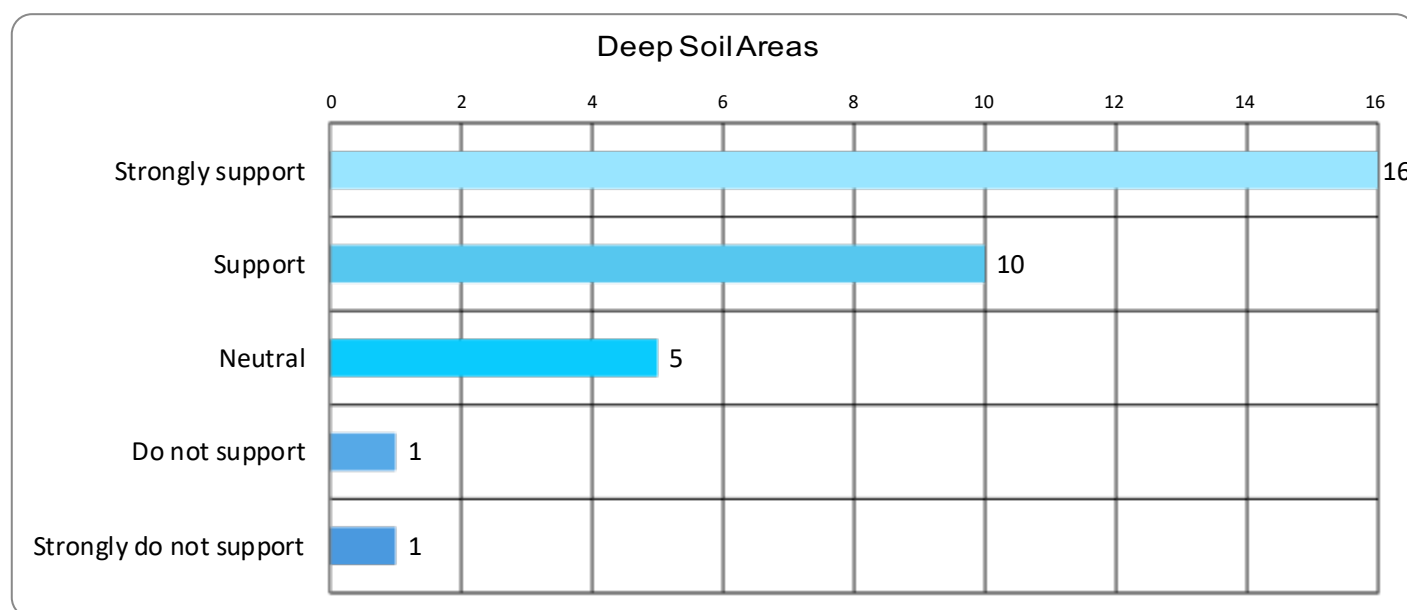


Figure 4 - Level of support for deep soil modification

4.5 Podiums

There was strong support for the proposed modifications for podiums with 68% either supporting or strongly supporting the changes.

Of those who did not support the changes there were approximately 6% who thought podiums were a positive feature and should be encouraged or conversely, who didn't think that mixed use development needed large setbacks.

There was some suggestions to relate the heights of podiums to the character of the adjacent properties in the street and also some suggestions that podiums increased privacy for adjoining properties.

Figure 5 illustrates the level of support from the survey.

From the feedback received, it is recommended that the City progress with this modification.

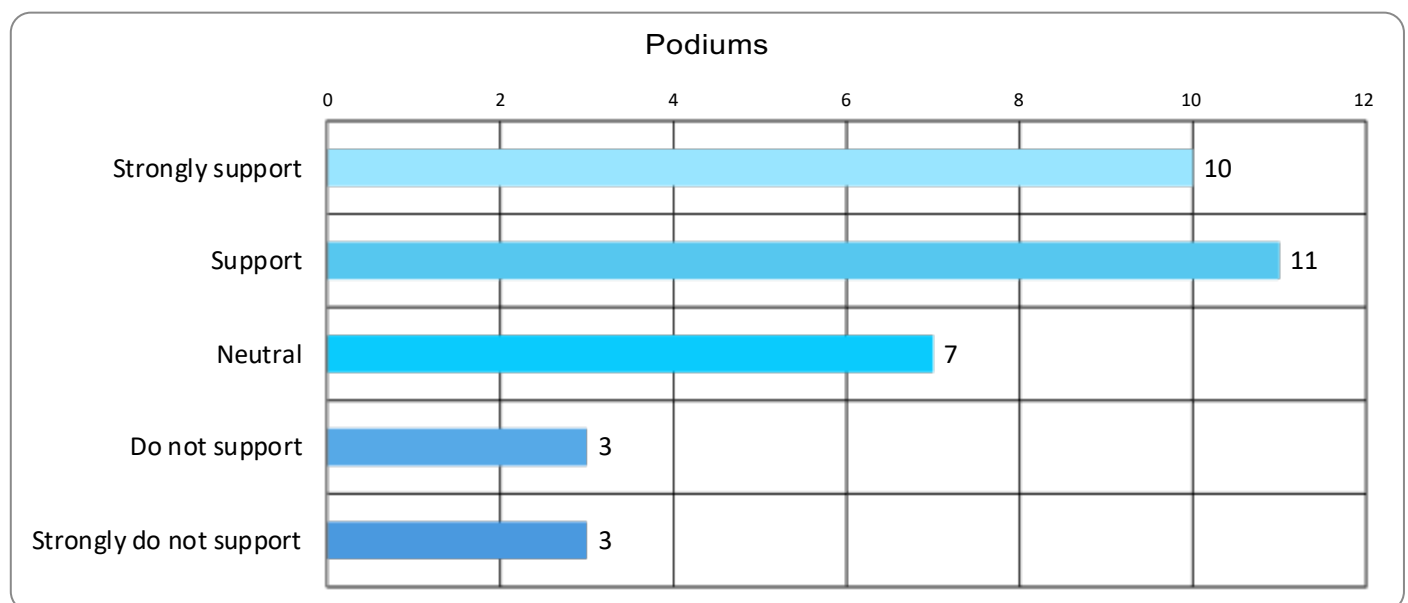


Figure 5 - Level of support for podium modification

4.6 Privacy

Including guidelines to allow more protection of privacy gained considerable support with 79% responding in support or strong support.

Considering privacy for existing low density homes however was mentioned in 18% of the comments supporting the proposed changes.

The reasons given for not supporting included suggestions to allow common sense to prevail (i.e. use appropriate discretion). Some commented that the proposed provision would still not resolve protection of privacy for existing low density homes.

There was also mention about the impact of balconies with comments mentioning the pleasant effect on building appearance of vegetation on a balcony and conversely a suggestion that all privacy be protected/all balconies be screened.

Figure 6 illustrates the level of support from the survey.

From the feedback received, it is recommended that the City progress with this modification, noting that the modification does provide for flexibility and aligns with elements of SPP 7.3 to allow design to adequately respond to matters of privacy.

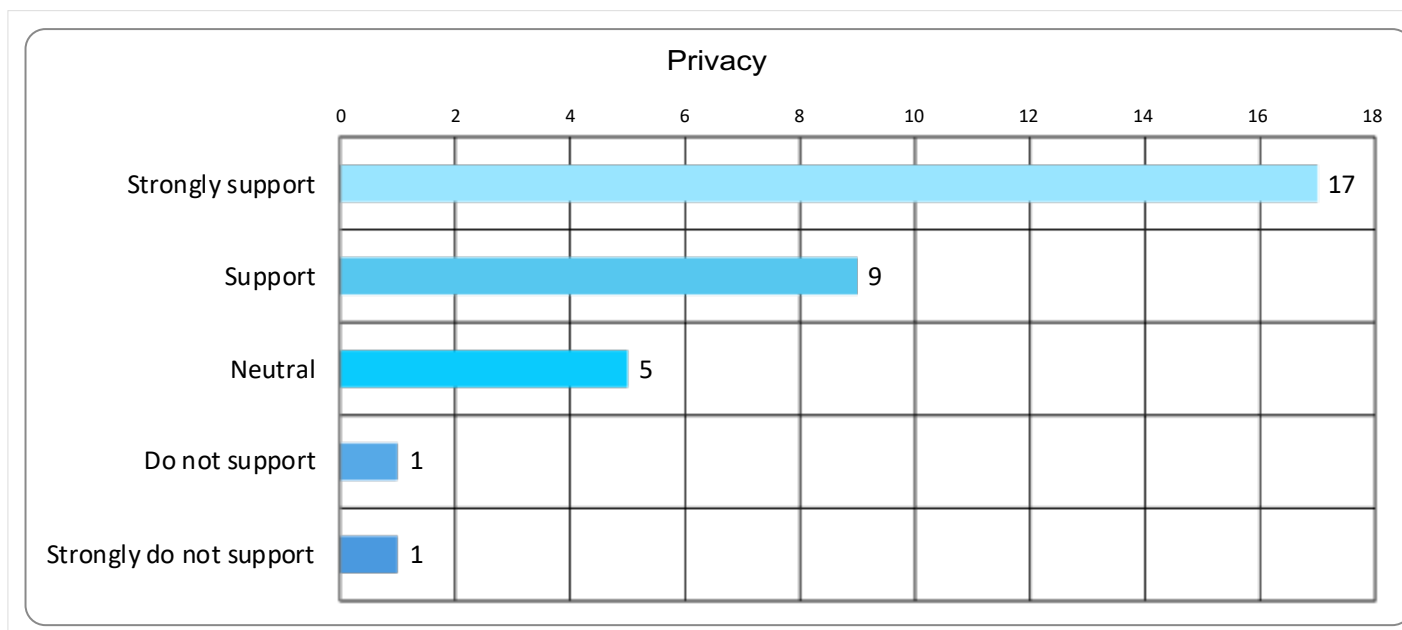


Figure 6 - Level of support for privacy modification

4.7 Solar access / overshadowing

Recognition of the need for solar access and the proposed modification to overshadowing were supported by 82% of respondents. Those who did not support the modification did not make any comments.

The comments in support included some reflections of the impact on existing solar installations including asking to consider ways to protect existing solar arrays or providing compensation.

Figure 7 illustrates the level of support from the survey.

From the feedback received, it is recommended that the City progress with this modification, noting that the modification does provide for flexibility and to allow design to adequately respond to matters of overshadowing.

This will combine with the objectives and design guidance in element 4.1 of SPP7.3 to address some of the concerns about solar access and overshadowing.

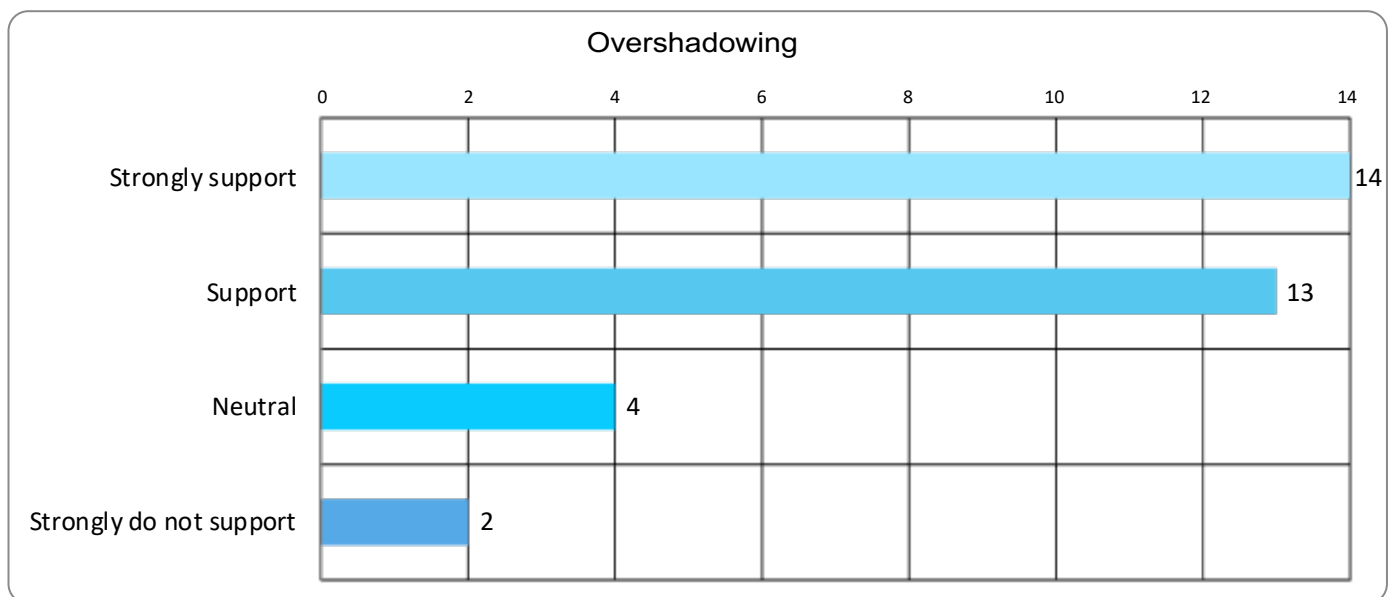


Figure 7 - Level of support for overshadowing modification

4.8 Visitor parking

The proposed modification to visitor parking provisions was a divisive issue in the responses received. There was a strong 21% who 'did not support' and a further 6% who 'strongly did not support'. However there were still 61% supporting the changes.

The comments for those not supporting the modification ranged from not wanting parking increased because it is a transit oriented precinct through to wanting more parking than proposed because of a fear that parking will spill onto the streets.

21% of comments related to the existing street parking being a problem and the streets not being wide enough to cater for parking on both sides of the road.

Figure 8 illustrates the level of support from the survey.

From the feedback received, it is recommended that the City progress with this modification, noting that ongoing parking management is also required and that ongoing analysis of parking occupancy should occur to better understand actual parking activity in the precinct.

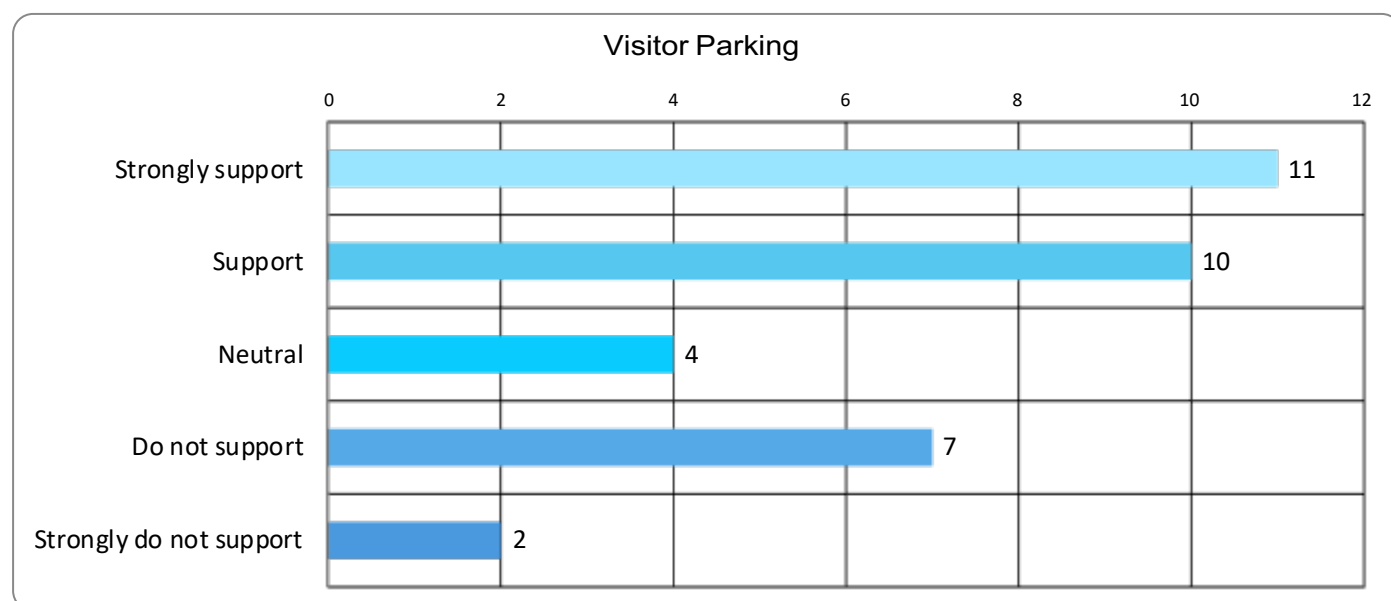


Figure 8 - Level of support for parking modification

4.9 Dwelling diversity

The modifications to diversity of dwellings relates to altering the mix of bedrooms available in various apartments. 59% supported the changes to relax the ratios and there was a very high neutral response at 29%.

There was a general understanding that a mix of apartments was required but there was some disagreement or concern about how that mix was realised. Some thought the market should determine the mix, others expressed concern about providing too much student housing.

The support for 3-4 bedrooms to allow for more families was evident.

Figure 9 illustrates the level of support from the survey.

From the feedback received, it is recommended that the City progress with this modification.

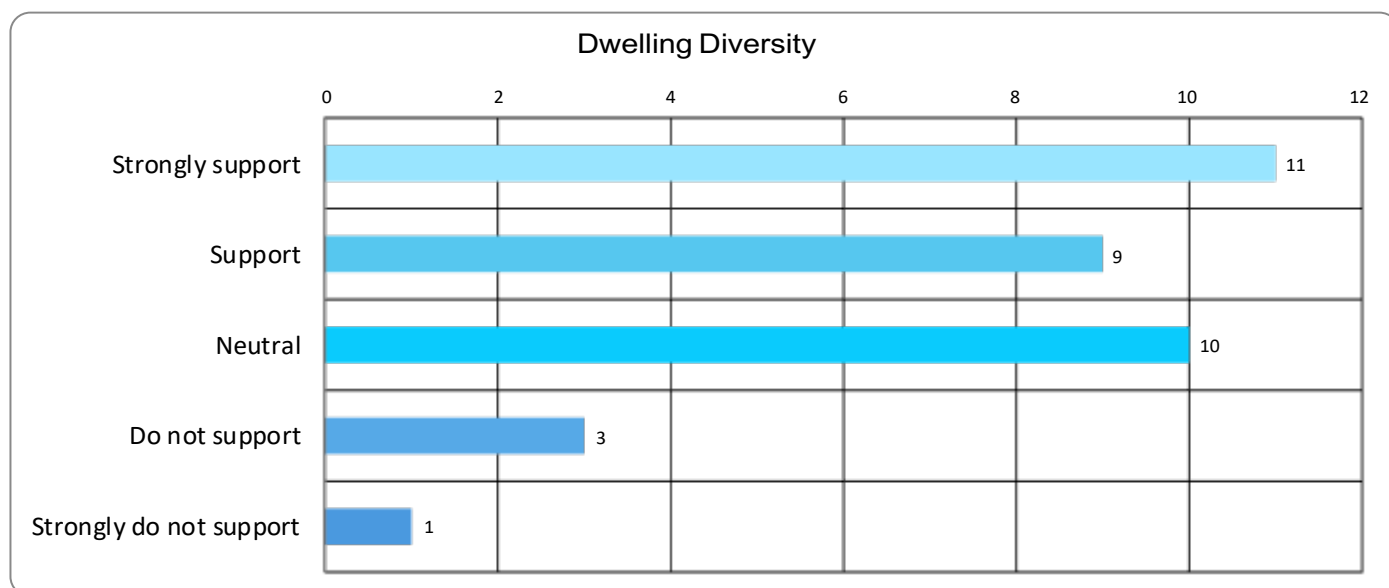


Figure 9 - Level of support for dwelling diversity modification

4.10 Front setbacks and colonnades

Modifications proposed to front setbacks and colonnades on Canning Highway received 77% support with only 6% not supporting.

The main area of concern was whether Canning Highway could be considered as a pedestrian environment and whether allowing the increased setback and providing for colonnades would actually improve the pedestrian environment.

Figure 10 illustrates the level of support from the survey.

From the feedback received, it is recommended that the City progress with this modification.

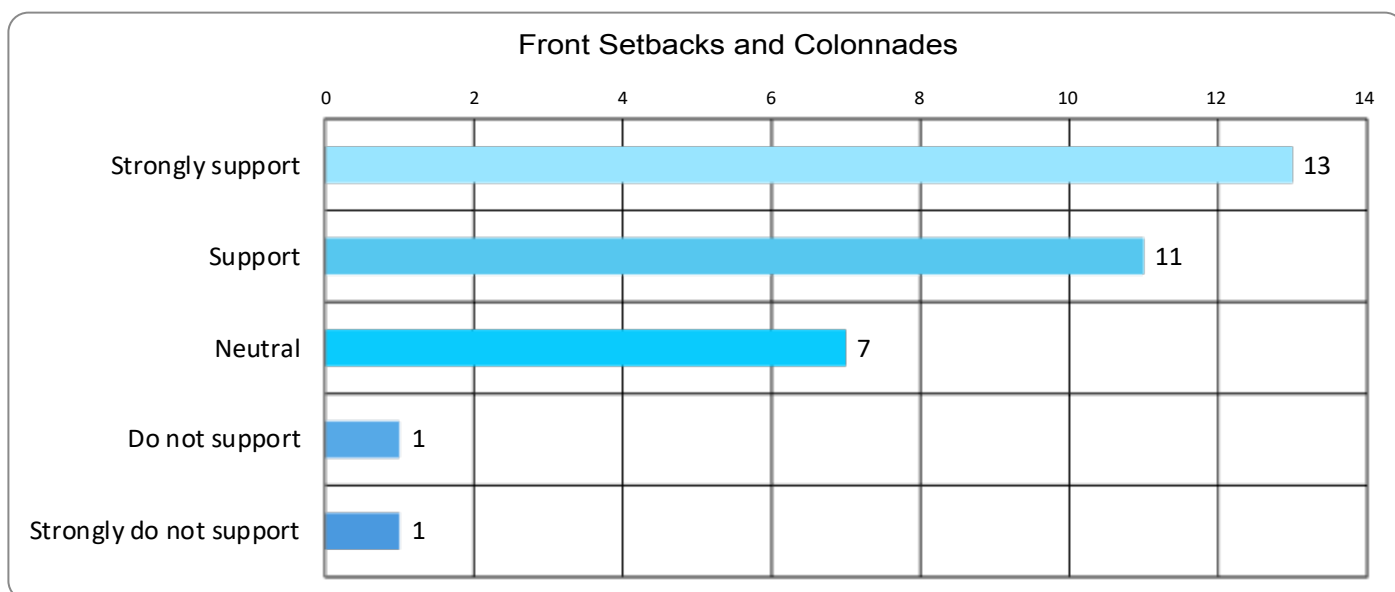


Figure 10 - Level of support for front setbacks and colonnade modification

4.11 Waste

Generally there is support for the proposals to have waste management occur on site with the emphasis on vehicles entering or leaving the site in a forward gear where possible.

However, there were some concerns about the complexities of servicing a site of 800m² and the constraint this will place on development for many sites below 2,500m². In particular the concerns were centred on the amount of space required for turning of a vehicle on site and the height required to allow for service by a standard rubbish truck. This requirement could result in development of an additional floor of parking in order to allow the space for a standard truck.

There are suggestions that utilising smaller trucks would make it possible to service smaller sites with less space required for clearances and turning. Further investigation of this scenario would provide more definition to the City's potential investment in this infrastructure before a final recommendation.

It is recommended that the City investigates the possibility of smaller trucks before progressing with this modification.

4.12 Sustainability

Whilst there was general support for the changes the importance of sustainable development was reinforced. The respondents did not want to lose the impact or significance of the Green Star rating for other buildings.

From the feedback received, it is recommended that the City progress with this modification.

4.13 Development Intensity

Comments regarding this desired outcome statement were varied though generally supportive, particularly as it relates to areas away from the main arterials.

There was some comment that the increased intensity should drive an increase in public transport provision.

From the feedback received, it is recommended that the City progress with this modification.

4.14 General Comments

The general comments were an opportunity for respondents to add final thoughts that were either not covered in the questions or to reinforce comments previously noted.

There was concern raised about the rapid drop off in some locations from M10 to H4 and the impact this could have on existing properties of a lower scale (Leonora Street). The separation between these areas is a street, however, there was comment that there is still a significant impact.

A few respondents took the opportunity to voice their objection to the CBACP overall and reinforce that they did not want any high rise in the area.

Some other comments were:

- Reinforcing the need for protection of trees;
- Recommendations to consider more formalised street parking;
- Reconsideration of the measurement of height;
- Increasing access to the rail station; and
- More flexibility with setbacks.

4.15 Written submissions

Ten (10) written submissions were received outside of the survey. These submissions were primarily from agencies, as well as one from the City of South Perth Residents Association and two from landowners. These submissions are also included in Attachment D. A summary of the key themes raised in the written submissions is provided below.

Setbacks

Comment was made on the uniqueness of two sites in Roberts Rd and Ley Street which are both M10 sites.

The submissions argue that the conditions on setbacks are too prescriptive and more flexibility and discretion is required. It is suggested that this will impact the design of the building unnecessarily when there is no adjacent impact or it is next to open space. There was concern expressed that setbacks would create a generic building form, and will result in an uninteresting neighbourhood.

Privacy

One of the submissions argued that allowing open sided balconies in the setback areas should also be discretionary to allow for greater design variation.

A further submission suggested that the references in the CBACP to State Planning Policy 7.3 (SPP 7.3) should refer to the privacy and overshadowing clauses (requirements) as well as the guidance.

Parking

Parking was raised in four written submissions. Concerns raised include allowing reciprocal parking to be recognised in M10 as well as M15 and that parking is too onerous in the M10 and M15 zones given proximity to public transport.

Two submissions suggested increasing visitors parking requirements in line with SPP 7.3.

Development intensity

One written submission supported the intent of the modifications on dwelling intensity. The City of Melville requested that any modifications made do not affect quarters within their LGA..

General comment

Other comments raised concerns about the zoning of a select group of houses on Lockhart St and the impact of the existing zoning on a small number of H4 zoned properties.

The opportunity to update some maps, clause numbers that were out of sequence from amendments and adding references to SPP 7.3 in explanatory text were also raised.

Comments and suggestions were also provided on the provisions of open space, the recognition of heritage within the CBACP and the quality of the river foreshore.

A request to continue the conversation with Main Roads WA regarding the impacts of traffic on state roads in the longer term was also made. A similar request was made from the Water Corporation regarding impacts of growing numbers on infrastructure.

Summary

The written submissions largely reflect the feedback provided through the survey responses, although were generally more site or issue specific. Some minor modifications may be appropriate (e.g. administrative suggestions), whilst the feedback on setbacks, privacy and parking from the written submissions is generally consistent with the feedback considered in Section 4.2, 4.6, 4.7 and 4.8, and the recommended response is also as per those sections.

5. Summary

The community within and surrounding the CBACP area have provided substantial inputs, both in developing and in providing feedback on the proposed modifications. A number of these modifications have been drawn directly from the earlier engagement and the Citizen Stakeholder Group.

The overall process has been well received with the good participation and relatively minor feedback suggesting general support for the proposed modifications.

This summary recommends moving forward with the proposed modifications with the exception of the provisions relating to waste management. It is also recommended that the City closely monitor the impact of the changes to ensure that they do not overly constrain development, and that appropriate levels of discretion are applied to development proposals in line with the broader recommendations of the community through the Citizen Stakeholder Group.

Notwithstanding the above recommendation, responses to the proposed modifications to waste management highlight some particular challenges, and the City may need to consider more flexible waste collection models, smaller trucks or a more flexible approach to this particular clause.

Other minor administrative modifications are supported.

5.1 Ancillary Recommendations

A number of ancillary recommendations were made during the engagement period that are still relevant and were reiterated by the community during the final engagement period (in particular recommendation A5, A9 and A11).

These are repeated as follows:

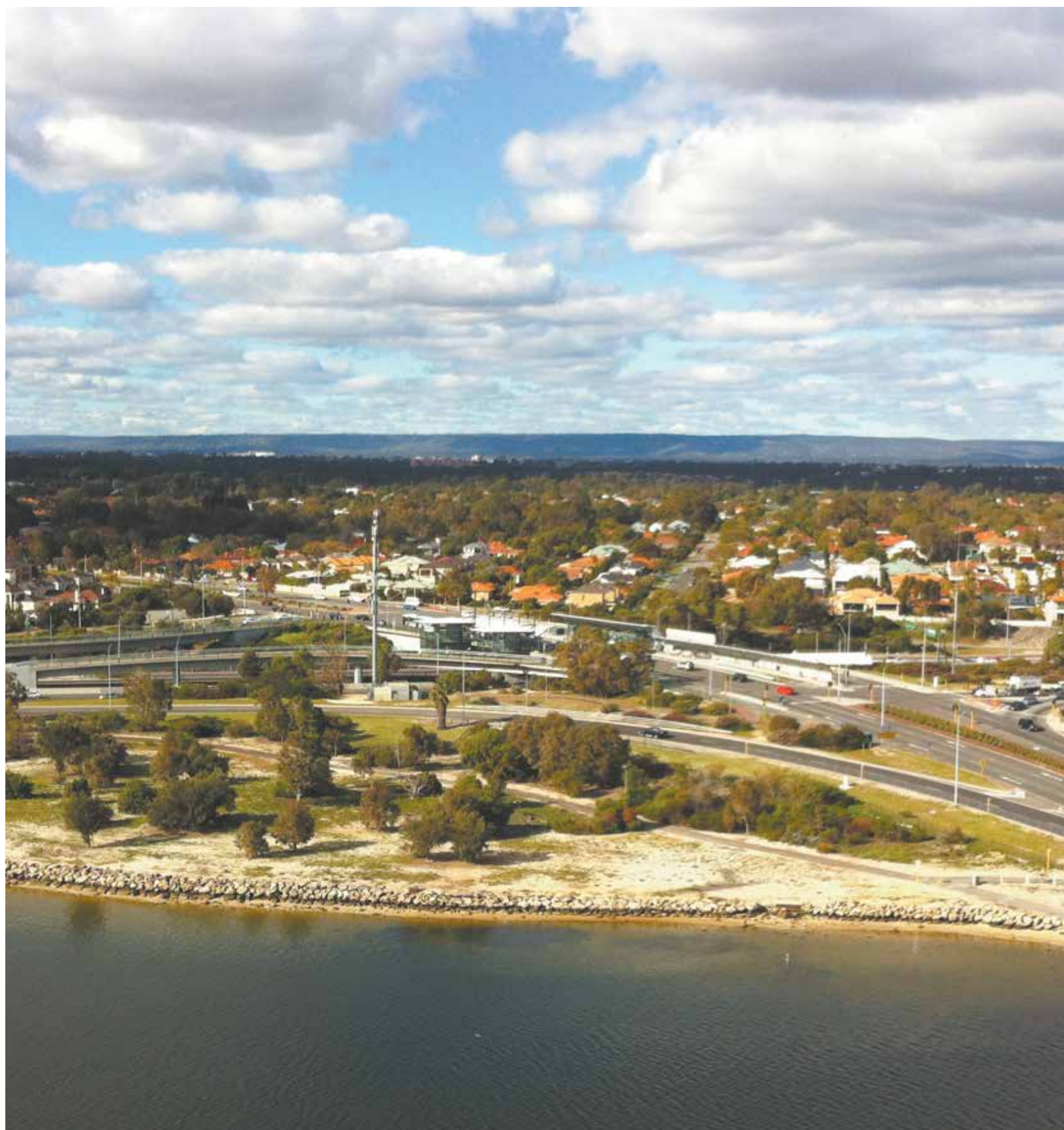
- A1 Undertake Design Review Panel assessments in a more transparent and accountable way. Consider following the Design WA template assessment approach so that community members can review the outcomes in a simple way considering the traffic light approach.
- A2 Advocate to have the Joint Development Assessment Panel decisions made more transparent.
- A3 Encourage applicants to provide higher quality design drawings and 3D renders to improve the capacity of the community to understand what is being proposed. Support the Design Review Panel in this regard.
- A4 Coordinate a community feedback panel using the CSG participants as a starting point. These community members can provide feedback on applications, and will ensure greater transparency with the community on applications being submitted and decisions being made.
- A5 Introduce formal and well managed parking management, including better management of construction parking (construction management plan), location for trades to park off street, increased Ranger services, better signage and policies regarding parking provided and parking restrictions in all streets.

-
- A6 Encourage car parking design for adaptable use - recognising the possible change over time in the need for car parking and the substantial amount of space that will be taken up by this use.
 - A7 Encourage increased electrical charge point provisions, car sharing and parking technologies.
 - A8 Advocate for a local shuttle bus concept like the Curtin University – loop bus, similar to #407 from Glendalough St. – feeding into the train/bus station.
 - A9 Advocate for more improvements to the station access to be delivered in an expedient manner.
 - A10 Advocate for the construction of the new bus station.
 - A11 Develop a program of action to deliver improved open spaces, pathways, lighting, cycleways and verge tree planting. Consider providing support for verge and private property tree planting by providing seedlings or stock free of charge to residents.
 - A12 Engage with emerging local community groups to support improved community cohesion and activation of the neighbourhood.

5.2 Conclusions

The City would like to offer sincere thanks to those who gave a great deal of time and energy to participate in the engagement process, and provided responses to the CBACP Review.

Attachment A - Broader Engagement Summary



Canning Bridge Activity Centre Plan Review - Preliminary Engagement Summary

May 2019



ACKNOWLEDGEMENT

Shape Urban acknowledges the Noongar Nation. We recognise their cultural heritage, beliefs and relationship to the land, which continue to be important to Noongar people today. We pay our respects to Elders past, present and future.

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1. Introduction

The Canning Bridge Activity Centre Plan (CBACP) is a guide for development in the precinct surrounding the Canning Bridge Station, on both sides of the Canning River. The precinct extends for an 800 metre radius around the station, representing a ten-minute walk or a two-minute cycling distance (see Figure 1).

The CBACP has been fully operational in the City of South Perth's planning scheme since 2017 and has resulted in fourteen separate development proposals across Como and Manning. To ensure the CBACP delivers on its vision, the City of South Perth (the City) continues to monitor its implementation.

The City has recently undertaken a background review and engagement exercise to understand and investigate the key issues that have been experienced by the community, applicants, officers and Council in the Canning Bridge Activity Centre Plan area since its endorsement.

The preliminary engagement process was undertaken between February 2019 and April 2019. During this period members of the community were able to provide feedback through a survey or by attending one of two information and feedback sessions.

Information and feedback sessions were held at the Manning Community Hall on Saturday March 9 and at the George Burnett Centre on Thursday March 21.

The engagement components were on the City's existing engagement website, *Your Say South Perth*. A link to the website was distributed on Facebook, via direct emails and letter as well as through printed materials available at the City's facilities (e.g. libraries).

The website contained the information about the process, the online survey, and information about times, location and registration for the

information and feedback sessions as well as the opportunity to register for the Citizen Stakeholder Group.

107 participants attended the two information and feedback sessions and more than 1400 individuals visited the project website or reviewed the available documents resulting in 321 individual contributions to the survey and hundreds of individual comments.

1.1 Background

The CBACP was developed to support development of the precinct with a mix of office, retail, residential, recreational and cultural uses, maximising opportunities offered by its unique transport hub location. It was the result of a collaborative effort by the Cities of South Perth and Melville, the Department of Transport, the Public Transport Authority, Main Roads WA and the Western Australian Planning Commission (WAPC).

The CBACP is underpinned by considerable analysis of the Stations and surrounds, urban growth projections and traffic management. It was finalised in 2016 after an extensive study period and community engagement over eight years.

In May 2015, when the City of South Perth Council resolved to adopt this plan, it also resolved to review and update the plan after it had been in operation and testing for a short period. The City believes there has now been sufficient use of the provisions by applicants, officers and Council to identify any improvements required.

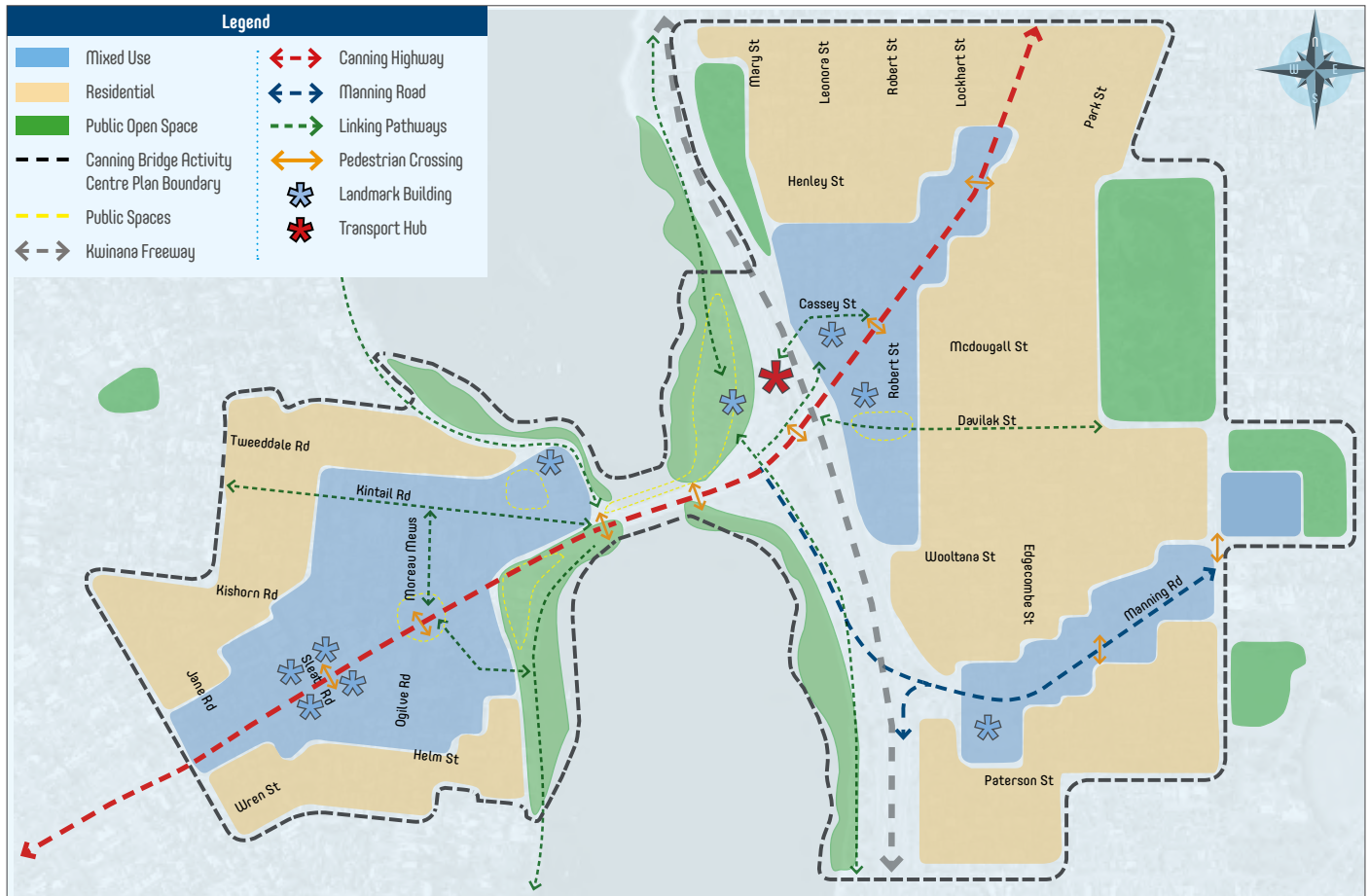


Figure 1 - The Canning Bridge Activity Centre Plan

1.2. Desired Outcomes

The goal of the Canning Bridge Activity Centre Plan Review (the Review) is to understand the community's collective experiences and concerns for the area now that there is a better understanding of how the CBACP is being interpreted.

The information gathered through the process will help develop recommendations that will improve the use and interpretation of the plan, and the delivered outcomes.

NB: It should be noted that any statutory planning changes proposed by the City will require the review and approval of the WAPC.

1.3. Purpose of this report

The purpose of this report is to summarise the stakeholder engagement process, including activities undertaken pre-consultation such as a review of previous submission, and during consultation such as correspondence with stakeholders, information presented, and modes of engagement including:

- Online surveys; and
- Information and Feedback sessions.

This report contains the summary thus far of the engagement process including community participation.

2. Previous Submissions Review

A total of 38 planning applications have been received in the study area since plan was gazetted. However, of these, only 16 are considered to be applications that would be legitimately 'CBACP' applications, with the remaining applications being for additions or alterations, or changes of use within existing development. Of the 16 applications, two are amendments to applications within the category.

As such, this background analysis considered the community feedback received on 14 unique property developments.

Figure 2 illustrates shows the CBACP Heights Plan and the location of the applications that were considered in this analysis.

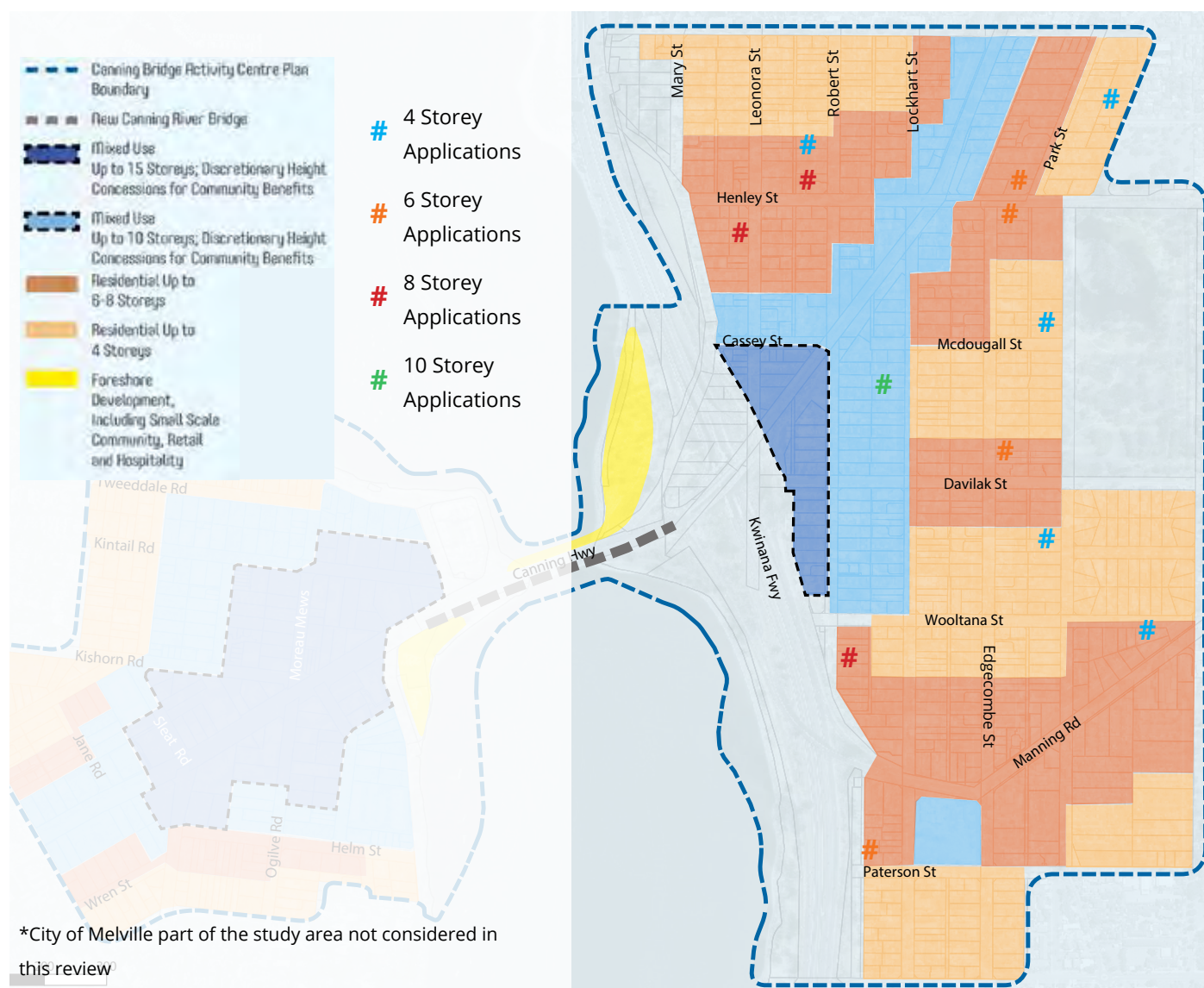


Figure 2 - CBACP Heights Plan and Application Sites

2.1 Application Summary

The applications received can be summarised as follows:

- 4 x H4 zoned (four storey residential typology) applications;
- 9 x H8 zoned (six-eight storey residential typology) applications; and
- 1 x M10 zoned (ten storey mixed use typology) applications.

The overall analysis of the submissions received for these applications is shown in Figure 3, which indicates % areas of concerns across all submissions.

Figure 3 describes the following key themes or areas of concern:

1. 64.1% of all submissions received referred to traffic as a key reason for objecting.
2. 58.3% of all submissions received referred to parking as a key reason for objecting.
3. 51.5% of all submissions received referred to privacy or overlooking as a key reason for objecting.
4. 50.5% of all submissions received referred to height as a key reason for objecting.

Noise factored slightly lower at 40.8% and overshadowing at 32%.

A number of other concerns were also identified, including the overall bulk of development, loss of property values, the design appearance, access to light and the sense that the plans would result in too many dwellings in the area, and the character of the area would be altered.

Several objections referred to concerns regarding the 'management' of development, which includes the risk to property and impact to the neighbourhood during and as a result of construction, the management of waste (bin collections), and an increased risk of crime.

A number of the elements can be grouped into broader themes.

2.2 Observations

It is observed that the concerns received via the community consultation appear to increase as the height of proposed development decreases. Specifically, that more submitters identify a larger number of concerns associated with the proposed developments of lower height development.

The average number of submissions per application in the H4/4 storey zone is 8.25 per application, whilst the average number of submissions per application in the H8/6-8 storey zone is 6.125 per application.

As only one M10 application has been received, no average applies, although 14 submissions were received on that application (*NB: this application was refused by the Development Assessment Panel*).

It should be noted that 9 submissions received were submissions of either stated support, or included elements which were supported.

A summary of the most common elements is provided in Table 1, across the three zones.

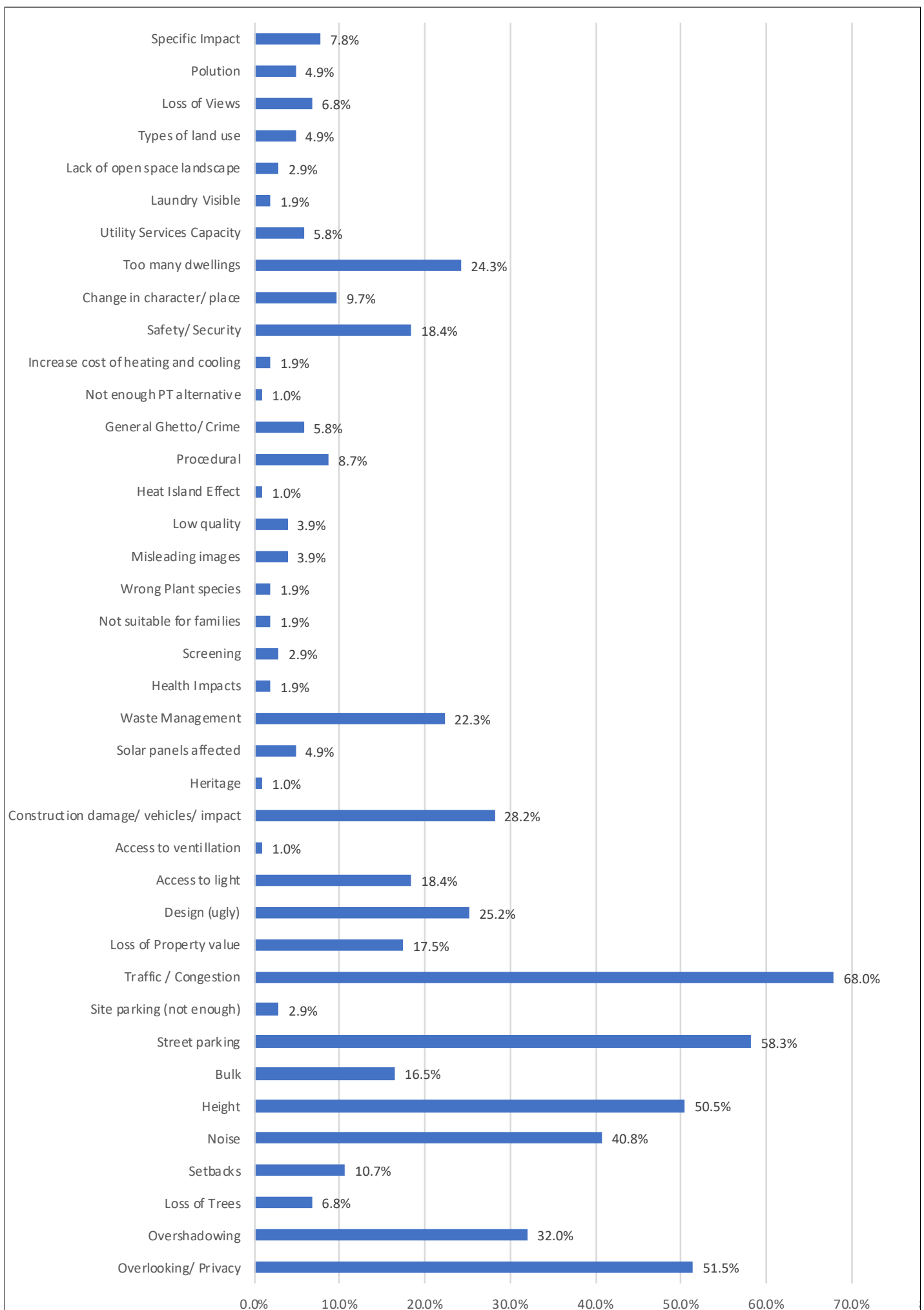


Figure 3 - Analysis of Submission Received

Table 1 - Key Themes

Zone	# Submissions	Overlooking/ Privacy	Overshadowing	Noise	Height	Street parking	Traffic / Congestion	Loss of Property value
H4 (x4)	33	84.8%	51.5%	69.7%	72.7%	69.7%	93.9%	15.2%
H8 (x8)	49	40.8%	20.4%	28.6%	42.9%	61.2%	63.3%	14.3%
M10 (x1)	14	42.9%	42.9%	35.7%	50.0%	50.0%	57.1%	42.9%
OVERALL	103	51.5%	32.0%	40.8%	50.5%	58.3%	68.0%	17.5%

Zone	# Submissions	Design (ugly)	Access to light	Construction damage/ vehicles/ impact	Waste Management	Safety/ Security	Too many dwellings	Bulk
H4 (x4)	33	36.4%	36.4%	18.2%	45.5%	36.4%	15.2%	24.2%
H8 (x8)	49	16.3%	8.2%	24.5%	16.3%	6.1%	18.4%	16.3%
M10 (x1)	14	42.9%	21.4%	78.6%	0.0%	28.6%	78.6%	7.1%
OVERALL	103	25.2%	18.4%	28.2%	22.3%	18.4%	24.3%	16.5%

3. Information and Feedback Sessions

The Information and Feedback Sessions were held at the Manning Community Hall on Saturday, March 9 and at the George Burnett Centre on Thursday, March 21, 2019.

The events provided an informal opportunity for community members to provide the project team with the feedback and observations about the implementation of the CBACP. The main aim of these sessions was for the team to gain a better understanding of the experiences of the community, to confirm the outcomes of the early submissions review.

Each session was preceded by a presentation that described both the background to the study and some analysis of the findings of the submissions received.

Following a brief presentation, participants were invited to discuss the key themes of interest to them with the project teams' technical consultants. Appendix A comprises the presentation given at these sessions.

At the conclusions of each session participants were invited to provide additional written feedback in addition to notes taken by the project team. Table 2 provides an exact report of the written feedback.

Table 1 - Key Themes

Theme	Comments
Parking etc	<ul style="list-style-type: none">• Providing more PT options to station – making people aware.• Kiss and ride for automatic vehicles• Off street parking station – developers to contribute.• Mandatory car and bike share• More info through newspaper/ regular updates• Full support of more affordable living in Como and close to the city.• More parking near train station, more lighting.• Street parking congestion remains a major concern.• Overshadowing during transition period e.g. loss of solar panel/solar collectors function on a single level dwelling south of multi-storey development.• Focus on functionality and performance of apartments. How to assess the quality of life being afforded by the new apartments?• Angled parking rather than parallel parking within the development sites on verges• 1 parking bay per apartment• Some alternative bays – scooters, electric cars.

Theme	Comments
Parking etc	<ul style="list-style-type: none"> • Transitioning is also for residents becoming accepting of slow high density and traffic congestion. • Street parking should not include turning verges into car parks. • Enforcement encouragement to use park and ride area Robert St/ Canning Hwy. • South Perth Council could provide on-street parking for car-share scheme so people could get rid of their second or third car! • Car/bike share in apartment buildings. • Please no parking near the station at all. Safety is getting over the roads for pedestrians and cyclists. • Population will rise so small bus running regularly on a circle route would be great. • Minimum 1x onsite car park per bedroom • More parking around train station underpass from train station to Leonara St. public parking for the train station e.g. toilets, lighting. • Support – no to urban sprawl/ more affordable; lighting when walking to train; closer to city; parking needs to be next Leonara Street. • Parking management plan is a priority • Personal safety accessing Canning Bridge • On street parking • The road network cant cope with dev't • Car stackers • Parking management plan beyond CBACP • Use car park for library • Verges to be converted to off road parking • Establish a public carpark within cooe of Davilak St. for train station commuters AND enforce/ outlaw verge parking to clean up street parking • Increase building height to Cassey Street Quarter and where minimal overshadowing occurs. • Change of building heights (H4, H8, H10, H15) should occur mid-block, not mid-street. This is to frame the street with the same built form. • Review height zones – transition – M10 – opposite H4 – lack of amenity.

Theme	Comments
Height	<ul style="list-style-type: none"> • Am deeply concerned about the heights of the apartments proposed for the precinct. Issues of traffic congestion, privacy/overshadowing will be increased by heights. People enjoy the village style/feel of our area. We already have manageable urban infill. To increase this is arrogant. • South Perth should reduce rates on houses impacted by high rise apartments from which they will reap enormous amounts of money.
Transport Pathways	<ul style="list-style-type: none"> • Improve bus through Como so people can catch them to Canning Bridge Station. • Car share scheme to replace large buses. • Kiss and drive bays that prioritise elderly and disabled. • Need better access to South Perth Foreshore. Plus commercial facilities on the foreshore near Canning Bridge. • Can you please put pressure on Main Roads to decide whether or not they will widen Canning Highway in the Canning Bridge precinct area/ The properties owned by them are not well maintained and property owners in the road widening area are adversely affected. The lack of decision on the road widening is stalling development and growth along Canning Highway. Thank you. • The Transperth infrastructure at Canning Bridge needs to be fast-tracked so that new residents to the area will be encouraged to use it and congestion parking will be eased. • More yellow bus lines to prevent too many cars from parking • Increased parking in apartments sites to minimise on-verge parking. • Low speed lanes; issue – with increased density – likely to result in more vehicles – improve lanes; visitor bays – want to introduce; safety in parking area; rates incentives. • Need pedestrian friendly streets and access to train stations to encourage people to walk, catch public transport and not need to drive. • Street widths. Realise that 50-70% of apartment users still use the car every day. • Pedestrian friendly streets= reduced on street parking ; shade and seating; good lighting; separate footpaths from busy roads; protection from rain and sun when you cross Canning Hwy to train station; reduced air pollution. • Where is the new Canning Bridge? No date in plan

Theme	Comments
Transport Pathways	<ul style="list-style-type: none"> • Infrastructure. • Where is South Perth train? Infrastructure to help density. • What modifications to the pedestrian access to the Canning Stn. Along Canning Hwy? • The retro-fit station has some horrendous pedestrian access. • Henley St access to freeway. Reduce traffic on EB. Increase access points. Smarter road infrastructure. • Como has many lanes. I understand that setbacks are to be taken from the centre of the lane. Does this mean that buildings will come right up to the edge?
Safety	<ul style="list-style-type: none"> • Increased lighting • CCTV • Pedestrian safety from stn • Lighting and security of thoroughfares. • Lighting along residential streets to/from bus stations to improve personal safety. • Good street lighting, maybe motion sensors. Reduce nuisance people. • Safer pedestrian access to and from station for pedestrians. Also best practice lighting street designs to reduce crime on people – property. • Underpass is unsafe – dark, broken bottles. Is there going to be better access to the station on the other side/both sides of the overpass?
Setbacks and Solar Access	<ul style="list-style-type: none"> • Setbacks to reflect Design WA (SPP7) • Increase setback provisions to improve overshadowing and privacy. • Increase separation between buildings (setback) • Increase setback for rooftop overlooking areas. • Cone of vision rules for overlooking. • Overshadowing of narrow lots in higher density areas. • Putting in guidelines so that properties that are newly built are built at different angle so not looking directly into neighbouring properties. • I built my house to take advantage of environmental factors with north-facing windows. 1. A north side high-rise will steal MY sun from my garden and solar panels. 2. Occupants above me will be able to look into my living rooms and bedroom. 3. Heat, sun in summer and winter will be lost and compromise my quality of life and negate financial advantage.

Theme	Comments
Technical Design Notes	<ul style="list-style-type: none"> • Compensation for current residents that their rates do not 'climb' as a result of all these council flats in the area. They are still flats, not apartments. Stop being so "fancy" about how to live. • Compensation for solar panels that are overshadowed by development. • Apartments have best practice fire retardant materials. • Compensation for solar panels made ineffective by overshadowing. • Incorporating aspects of state laws on privacy/overshadowing into the local plan. • What is being done to curb pressure from developers to sell up? In purple zone, always getting harassed to sell. • Compensation for current residents that their rates do not 'climb' as a result of all these council flats in the area. They are still flats, not apartments. Stop being so "fancy" about how to live. • Compensation for solar panels that are overshadowed by development. • Apartments have best practice fire retardant materials. • Compensation for solar panels made ineffective by overshadowing. • Incorporating aspects of state laws on privacy/overshadowing into the local plan. • What is being done to curb pressure from developers to sell up? In purple zone, always getting harassed to sell. • I love the plan, so please keep it up. More homes, more people, less cars. • What assurance is in place to prevent a 'development by creep' to happen like in the [south care don]? Initially a 2 storey dev that ended up as a 4 storey dev. Very unhappy neighbouring residents. Please look up the history! • Minimum lot sizes to permit possible development outcomes. • Architectural excellence for all components of the building. • Transitions and staging; DesignWA; size of apartments; Growth in area. • Development of 10m lots, reduction of standards? • Provision for group dwellings on micro-lots toward fringe of activity centre. • Are they coming in knowcking down old houses? @ odds. Keep character provisions character protection and provision if they want to sell. • Characters – treasury building façade. Individually aesthetic high opinions. • Mix of apartments; increase 2/3 bedrooms. • Designs must reflect character of streets to ensure it isn't changing the aesthetic. • M10 zone; don't allow podium level to be set on boundary line. Have podiums with boundary setback will reduce impact; bonus height – M10 zone. Vague and too generous. Restrict bonus heights. M10-10 storeys!; concern to loss of solar access with building bulk on boundary.

Theme	Comments
Technical Design Notes	<ul style="list-style-type: none"> • Canning HWY needs a corridor development detailed area plan/ Local Development Plan with adequate development CFUs & laneways suitable to desired development height. • More consideration could be given to ensure the performance of these new developments is good. • To ensure that ceiling heights are adequate and window numbers and sizes give adequate ventilation and plenty of daylight. Setbacks to allow for trees and green space. These things will effect use of power as well as healthy lifestyle. • Increasing the density prior to creating a plan would have assisted in implementing the CBACP. • Better communication and longer times for residents to understand the process and respond to development proposals. • Longer lead times for submissions (JDAP), engaged at early stage, time to digest. • Developer contributions – does restaurants, cafes, shops fit within this? We need more social interaction facilities like cafes etc. • Design WA? Why doesn't need to comply? • Balconies – untidy • Swan River Foreshore at Canning Bridge – access, beautify. • CoSP to purchase land for open space within density areas. • CCTV – security camera on each street corner. • Can we please look into design quality? Think Opal Tower, Sydney. • How do we encourage developers to better think sustainable built form? How do we encourage best practice design and materials/finishes? • How can we encourage great design? How do we measure good design? • How can we ensure innovative flagship developments to set the bar for other Perth cities? • New unit design? • How much is incorporating Liveable Housing Gold Standard design guidelines to enable people to age in place/stay after acquiring disability? • Incentivise good design by making maximum height levels dependent on better design standards and large setbacks. • Bonuses for quality design

Theme	Comments
Other/ noise/ waste	<ul style="list-style-type: none"> • Dealing with transition • Figure out how to smooth the transition. • Natural transition. • No R-Codes means no transition. • Design WA should apply -> may deal with transition issues. Privacy, o/shadowing. • Developers could be assisting to fund improvement in cycle paths, walkways, foreshore access and parks. General public domain improvements • Waste management by incorporating recycling and composting and community garden space. • Will rates be reconsidered if small properties are stuck next to high-rise and rental and sole value drop? • Should not clear whole blocks. Must leave the trees. • Must have to have % of the development with mature trees and vegetation. • Cockburn Central development looks awful. We don't want that. • Review p.301 • Community response area of property affected. • Communication, Multilanguage. • Minimise non-resident ownership. • Control number of residents per unit e.g. students, Air B&B and FIFO • Is it possible to change the H8 plan for the Davilak/ Edgecombe & Davilak/ Clydesdale & Davilak/Lackhart to H4 instead? • CoSP should compensate long term owners for the reduction in their property value due to the high rise/ghettos that are being created. • Social problems – Lockhart St between Cale and Henley in a cul-de-sac with young families and reasonable infill already. Why have the social and traffic implications not been considered? This is not a commercial area – will you re-open the street? • Done – overall cafes street. SP= old suburb; old properties; what protection does the property; red brick; Labouchere Rd – Eric – old; character; Coode St. • My concerns; 9m in the M10 zone; loss of sunshine; privacy of people looking into my yard/house; will my rates increase? I'd argue I should be compensated e.g. lower rates; I'd like more shops and amenities. My concern is too many people, not enough shops, amenities, walkways etc. • Small lot are disadvantage and need to be incentivised.

Theme	Comments
Other/ noise/ waste	<ul style="list-style-type: none"> • Why have I heard that the CoSP wont approve a single residence on a quarter acre block? This is being said by real estate agents to prospective buyers on Lockhart St. Can you confirm or deny this officially? • Infrastructure not keeping up – paths; lights. • Too much pop/ not enough public space; remove bridges: should not remove either; bottleneck Canning Bridge, much worse; increase POS – infill, reclaim river – replace Como Beach; good to have rooftop gardens; too many apartments in some buildings; driveway access manage new access; who is actually parking here?; footpath upgrades • Leafy, low crime, stable, well-lit. Change in citizens – type of people. SUGGEST Aust residents. Max control in dwelling #s • Parking is challenging – use verges for parking – off road – take some road space – indented parking – reconsider verge side parking; widening of Canning Hwy – value of adjacent properties – derelict props; development happening but not infrastructure yet – ass, about; parking with new development – concern about car stackers – not thinking this will be used – do a 24hour view/vid of stackers – noise/ video – bring to workshop/ stackers. • If plan is centred around transport hub, the lack of assure from state govt. on Canning Bridge is the biggest impediment to development occurring. • Despite much more population – plan to have good access for emergency services. • Noise – often get wake up after 1:30, 2:30am trains on Friday and Saturday. How can we reduce noise and nuisance? • Noise reduction – more trees between freeways/station and residential. • Bird attracting trees and shrubs. • A significant issue needing consideration in the plan is DISRUPTION caused by ongoing construction. • Parking – numerous workers/tradies park near construction site, do not use public transport. Must be requirement of developer and council to solve this – e.g. offsite carpark for workers, not nearby streets. • Traffic disruptions during construction – lollipop holders and workers should not be able to needlessly disrupt local traffic. • Get all developers to contribute to an offsite carpark to transfer their workers to and from the construction site within the ACP. • Why are 4 storey banned from using “low profile” private contractor waste removal trucks?

Theme	Comments
Other/ noise/ waste	<ul style="list-style-type: none"> • Overshadowing need to be considered on a case-by-case basis, rather than not considered. • CERTAINTY FOR RESIDENTS – particularly around timeframes for upgrade of C/ Bridge Trains and Bus Station. • Obviously there is a limit to which Council can pursue this as it is a state government project, but hard for residents to make decisions around when or whether to seel their property without any clarity around this issue. • Build two satellite towns on Collier and South Perth golf courses!! • Golf course – inner city development area – half facilities – good views – residents “loyalty” – rates, creating zones – targeting land areas superfluous – change vibe of community. • How can we encourage better recycling of materials of buildings being demolished? • Drainage and infrastructure • Transition • Interpretation & application of height • Public art contributions to be provided into the public realm. • There is not enough thought into how our views are being documented and addressed. First the breakup groups are pigeonholed into height, parking/ congestion, overshadowing/privacy and im not sure. We’ve missed the forest for the trees. • I felt I didn’t have enough opportunity to voice my concern that the objective of the CBACP was being due regard. • I felt the facilitation process was executed rather mediocre level. • I hope the stakeholder group will be better run.

4. Broader Engagement Summary

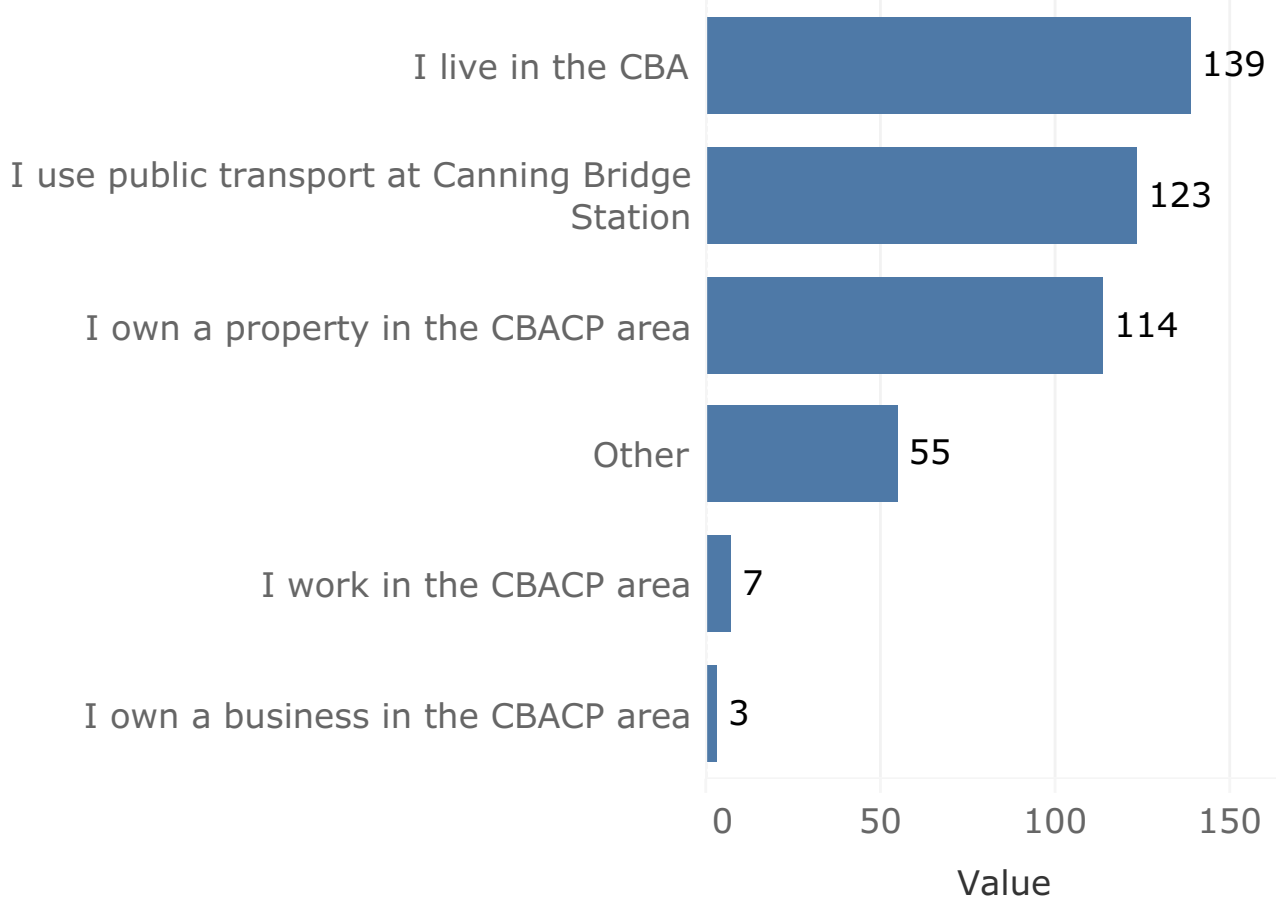
More than 1400 individuals visited the project website or reviewed the available documents resulting in 321 individual contributions to the survey and hundreds of individual comments.

As with the information and feedback sessions, the survey was intended to receive as much feedback as possible regarding the key areas of concerns, themes and suggestions from the community.

This section provides a summary of the feedback received, with detailed individual responses presented in Appendix B.

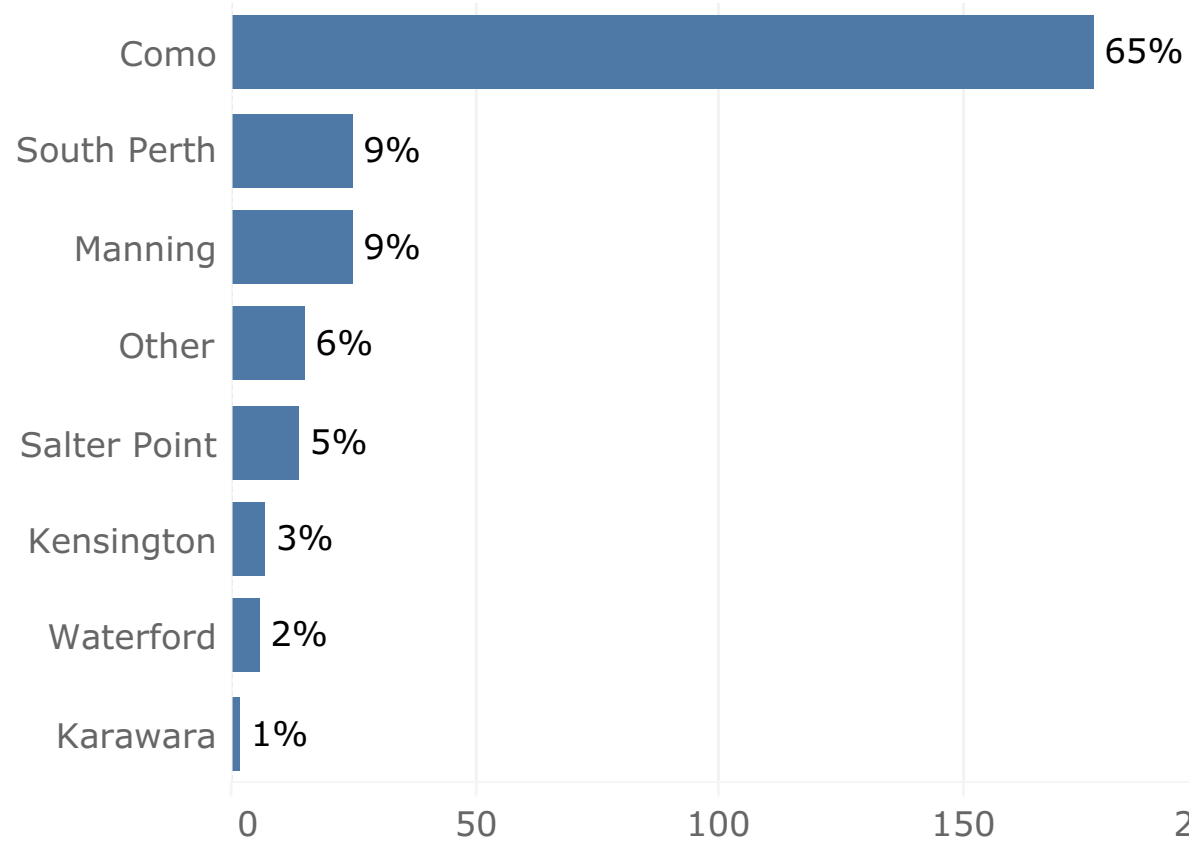
(NB: Proper names and inappropriate language was removed from this document. No other alterations were made)

Q1: Relationship to the area

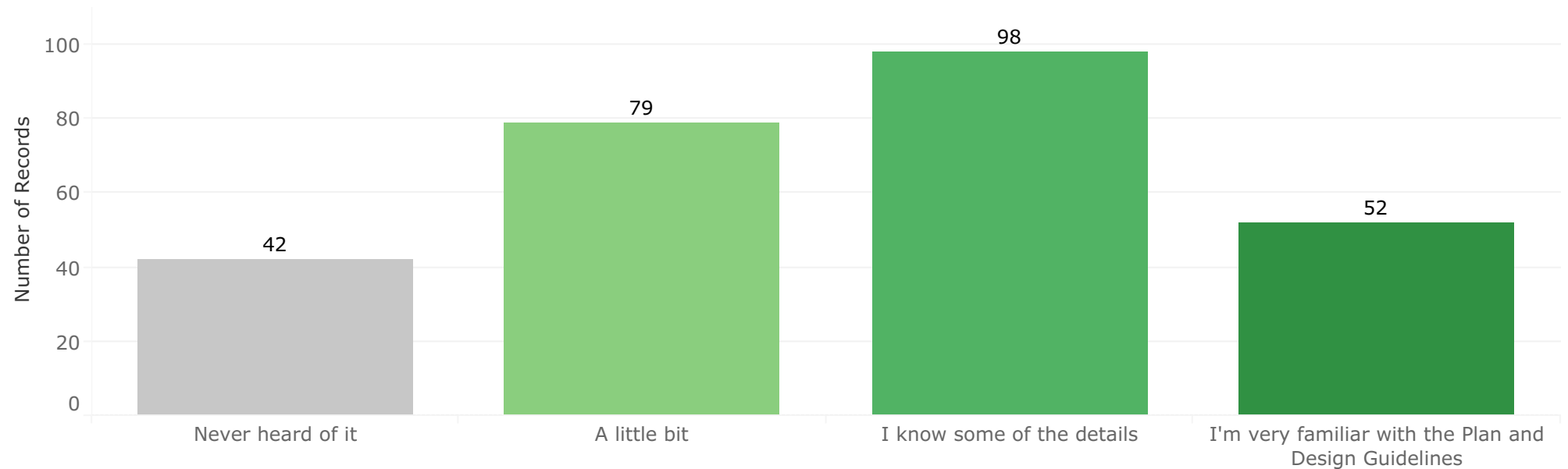


Q3: Suburb of origin

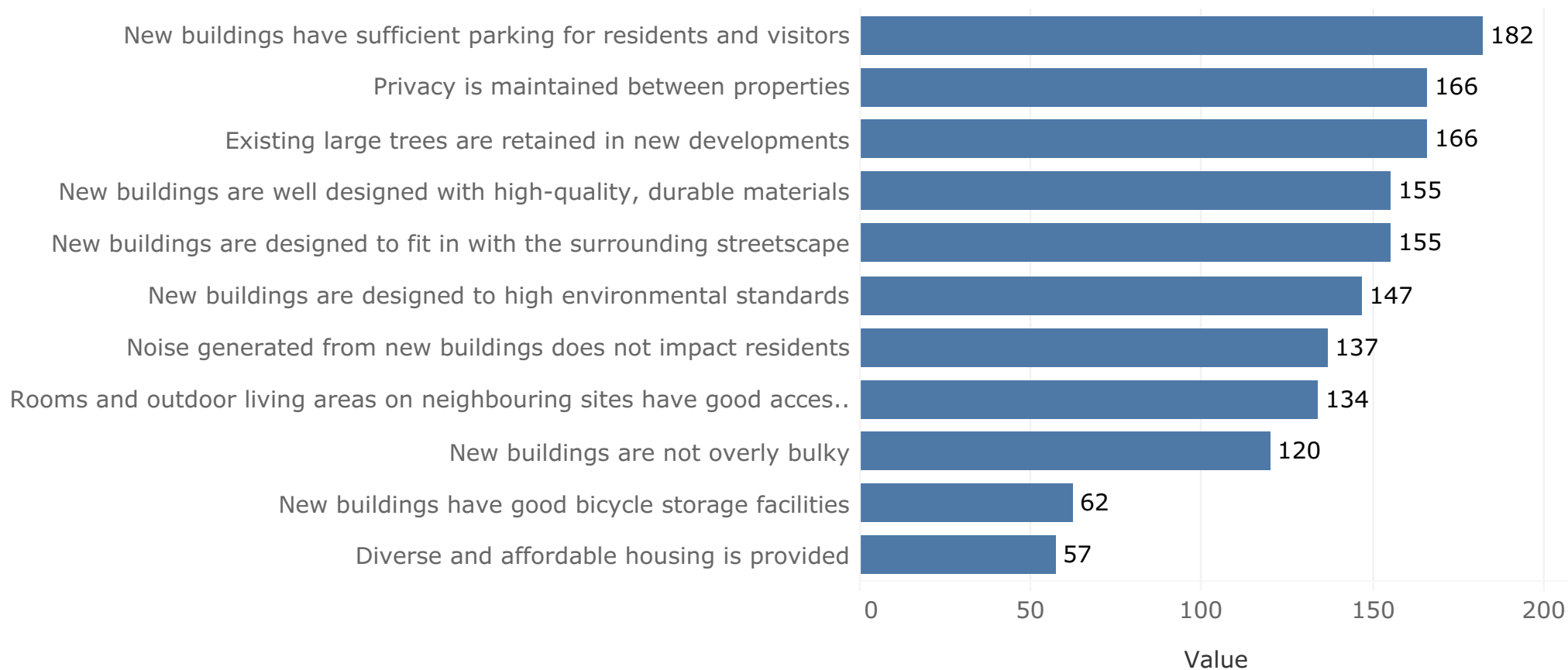
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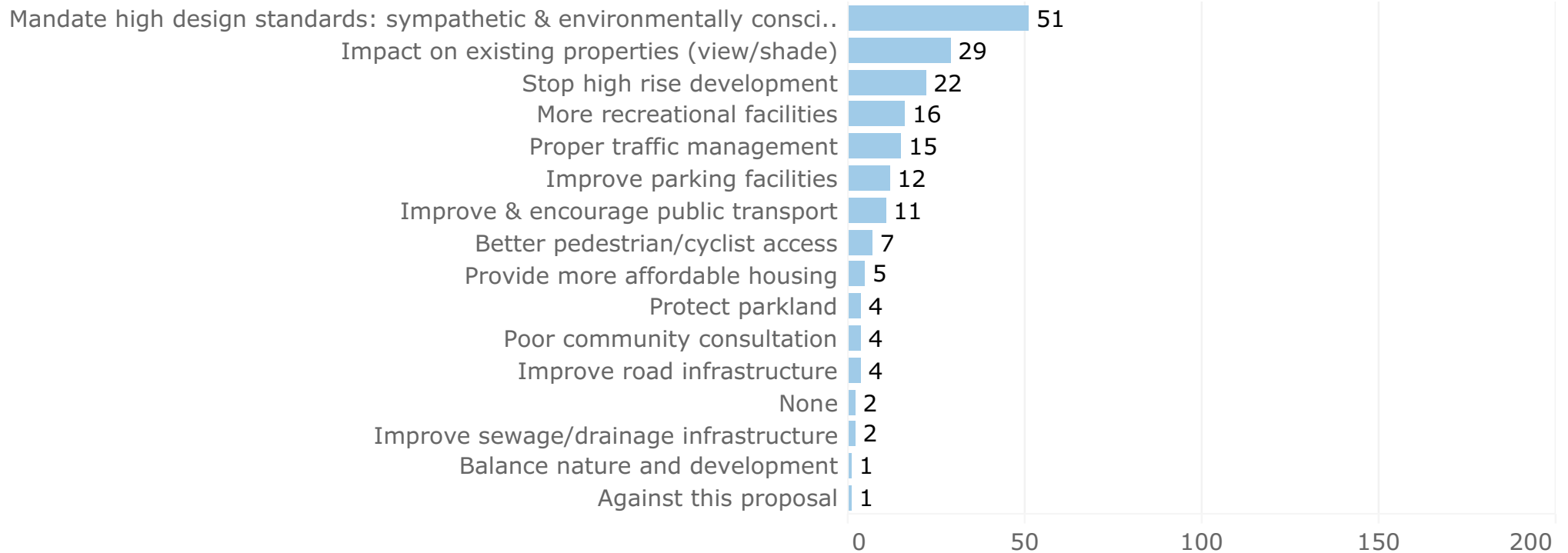
Q5: How much do you know about the plan



Q6: What is most important to you about new buildings?



Q7: Comments on new buildings



There was a diverse range of comments about new buildings provided in Question 7, including the following examples:

"I don't care about heights as long as privacy and sunlight is retained to neighbours. But I care very much that green space is retained so i think deep soil zones are a must and zero setbacks are a bad idea."

"I believe that developing much higher density housing in the area close to the Canning Bridge Train Station would be a very positive benefit to the area, in terms of greater utilization of public transport, economic benefits, modernizing of older dwellings to greater utilize existing space and to attract more people to the area."

"I am particularly concerned about adequate parking availability in the buildings and the potential impact on residential streets."

I am also concerned that the demographic of the area will change with an influx of young adults, no children etc. At present, the apartment designs I have viewed do not allow for families and worry that the area will not be so family friendly anymore (noisy, less desirable street behaviours, etc)."

"Don't allow too many high rise apartments. It will destroy the look of the area and cause increased traffic congestion."

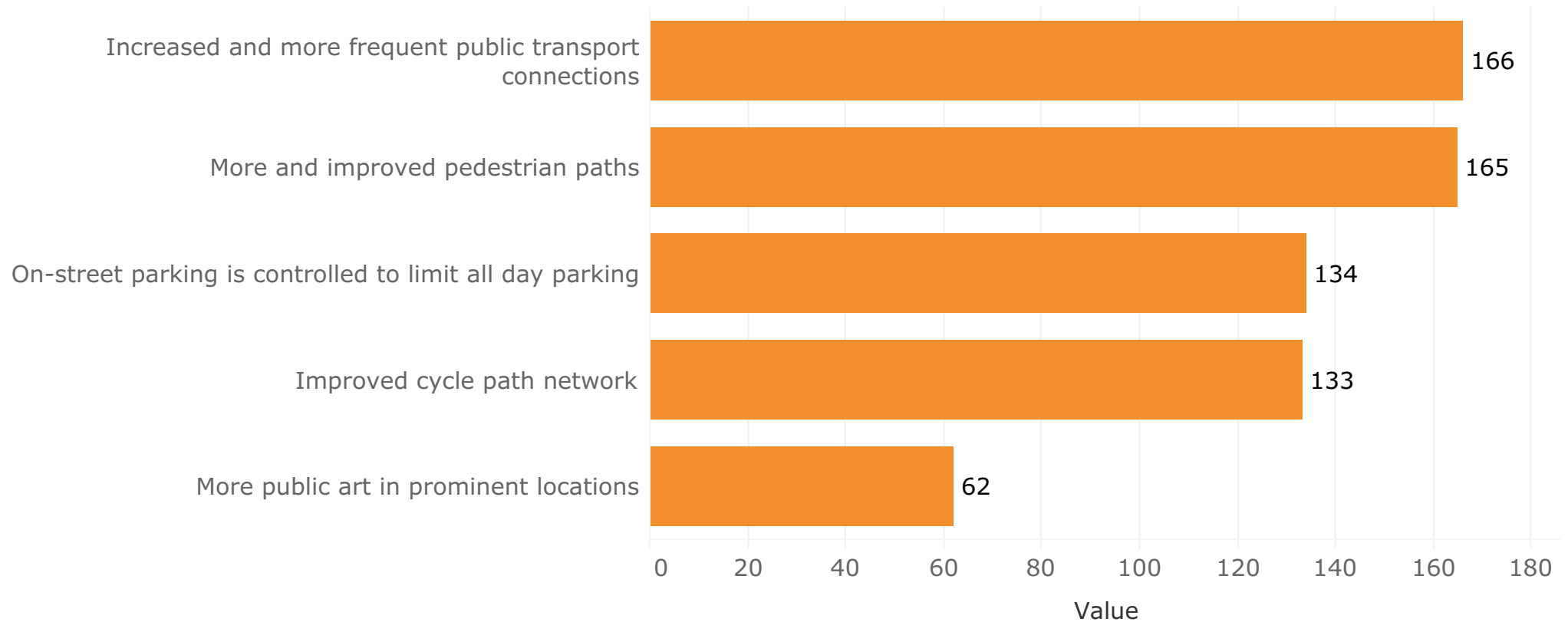
"That new buildings conform to new approved design standards (R Codes for Apartments) in SPP 7 should not continue be exempt in the CBACP area under TPS 6 Clause 4.3(1) (p)."

The current design standards are so much lower, so the outcomes will provide less amenity to occupiers and spoil existing outdoor amenity including traffic congestion from on street parking. The use of car stackers for car parking needs to be stress tested to see how well they work."

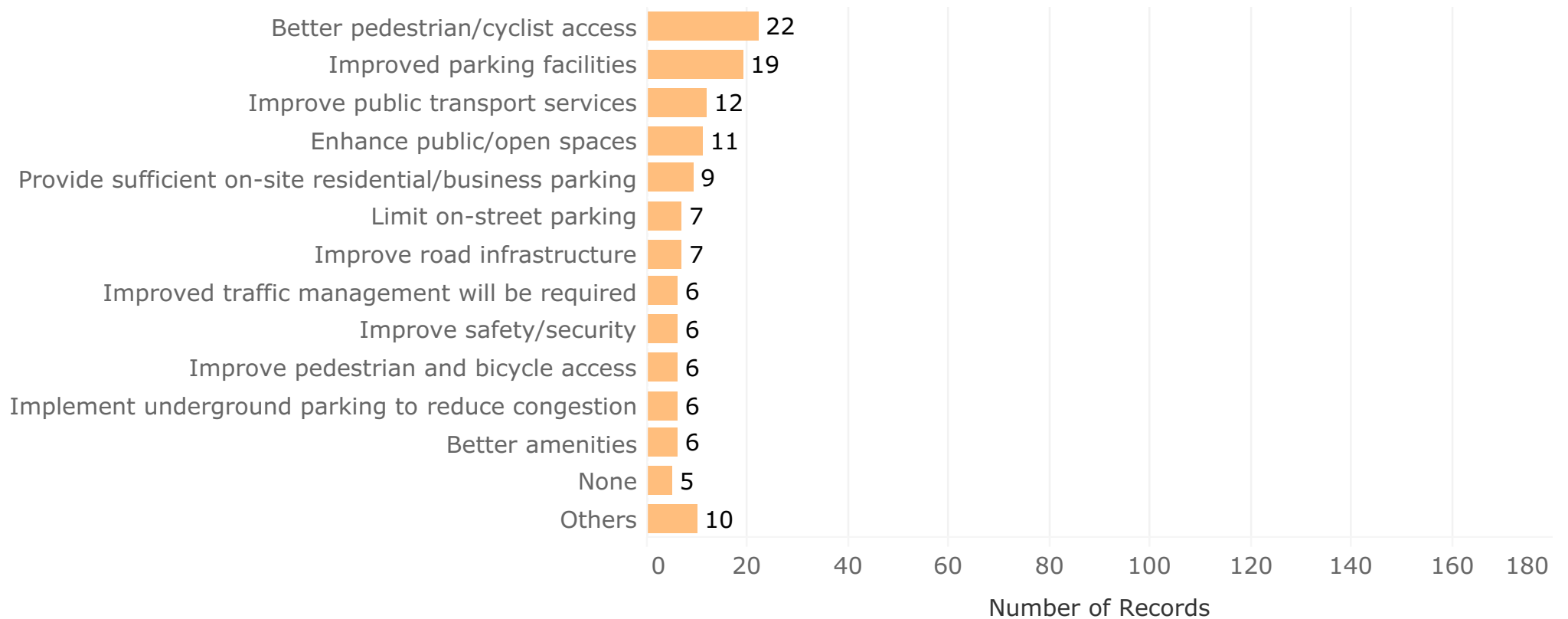
"New buildings should not turn existing buildings into narrow air wells like what is currently happening at the South Perth station area where existing units' are being overshadowed by massive tower blocks on all sides. I think that the area's residential integrity should be protected and maintained even when the population density increases with the new zonings and mixed zones of commercial plus residential should keep the priorities of local residents in mind."

"More intensive development to utilise rail infrastructure. Grade increased building heights into the existing area outside of CBACP are - no sharp transition"

Q8: What is most important to you about public areas?



Q9: Other comments about public areas/transport/parking



There was a diverse range of comments about public areas/transport/parking provided in Question 9, including the following examples:

"Encourage more public spaces through street upgrades that are people focused instead of road upgrades focused on cars. Mandate mature tree planting on development sites and on the street."

"It is not feasible as it is currently that commuters of train are parking outside residential houses. If an 80 unit apartment comes in there is no way there can be parking on the street. There need to be a solution for park and ride or more frequent bus services towards the train station"

"I would like to see 'on site' adequate parking only. I would also like lots of garden areas including the plazas of public buildings. McDougall Park should always be maintained in its present state for the free use of the public. The precinct should be an area where people like to visit and stroll through, well lit at night and pleasant areas to meet friends and enjoy a relaxing coffee or meal. Also an upriver ferry service would enhance the freeway/ railway area. I would also like to see public transport available to connect Manning road west to the Carousel /cannington area."

"there needs to be space for passive recreation - walking the dog, taking young children to the park etc"

"Parking is at a premium on the streets as people park all day to catch the train to work. A lot more planning and thought needs to be put into this problem."

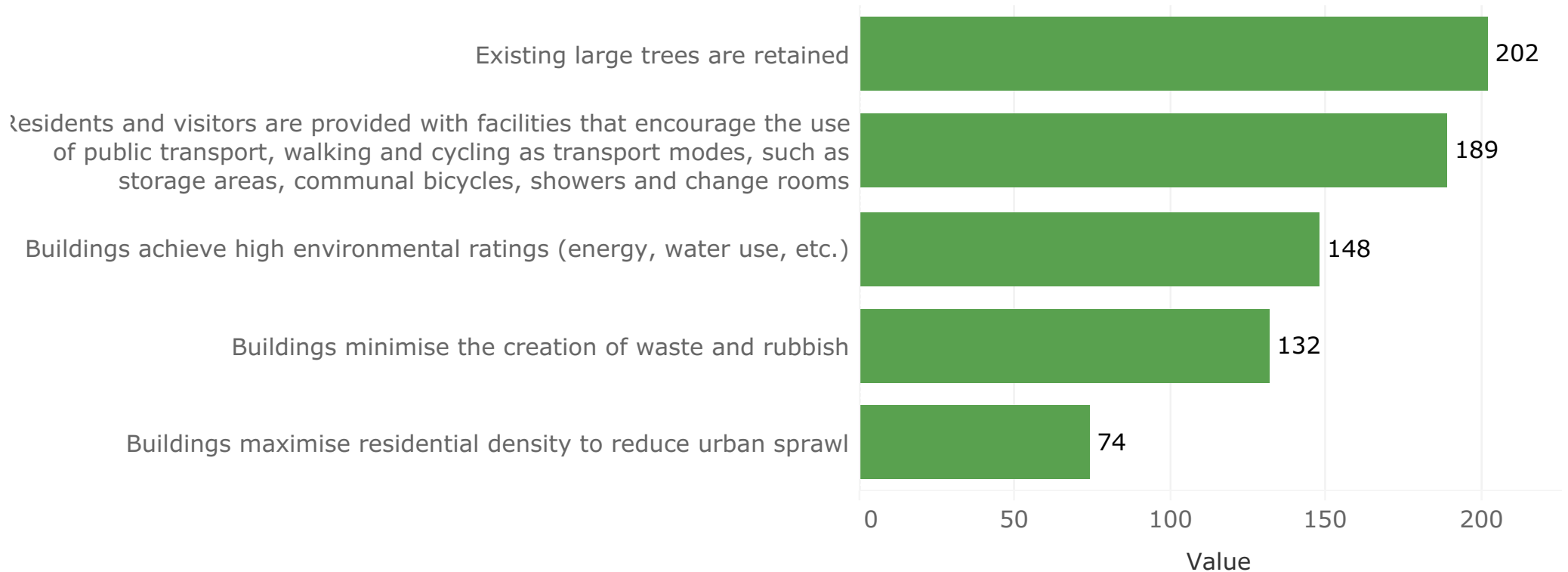
"Ensure local indigenous heritage is acknowledged. Engage spontaneous human interactions through on-street seats, bbqs and water fountains. Encourage security through high volume pedestrian links encouraged by higher density residential living. Embrace vistas and avenues to the amazing Swan River. Street art and illumination of existing mature trees and creation of iconic street signs and lighting to give the area a distinct feel. Prioritise pedestrians through count-down timers at all intersection in the Canning Bridge activity centre."

"Walking to Canning Bridge Station or over Canning Bridge is very difficult for pedestrians. Re-priorities traffic priorities to ensure a sustainable area;

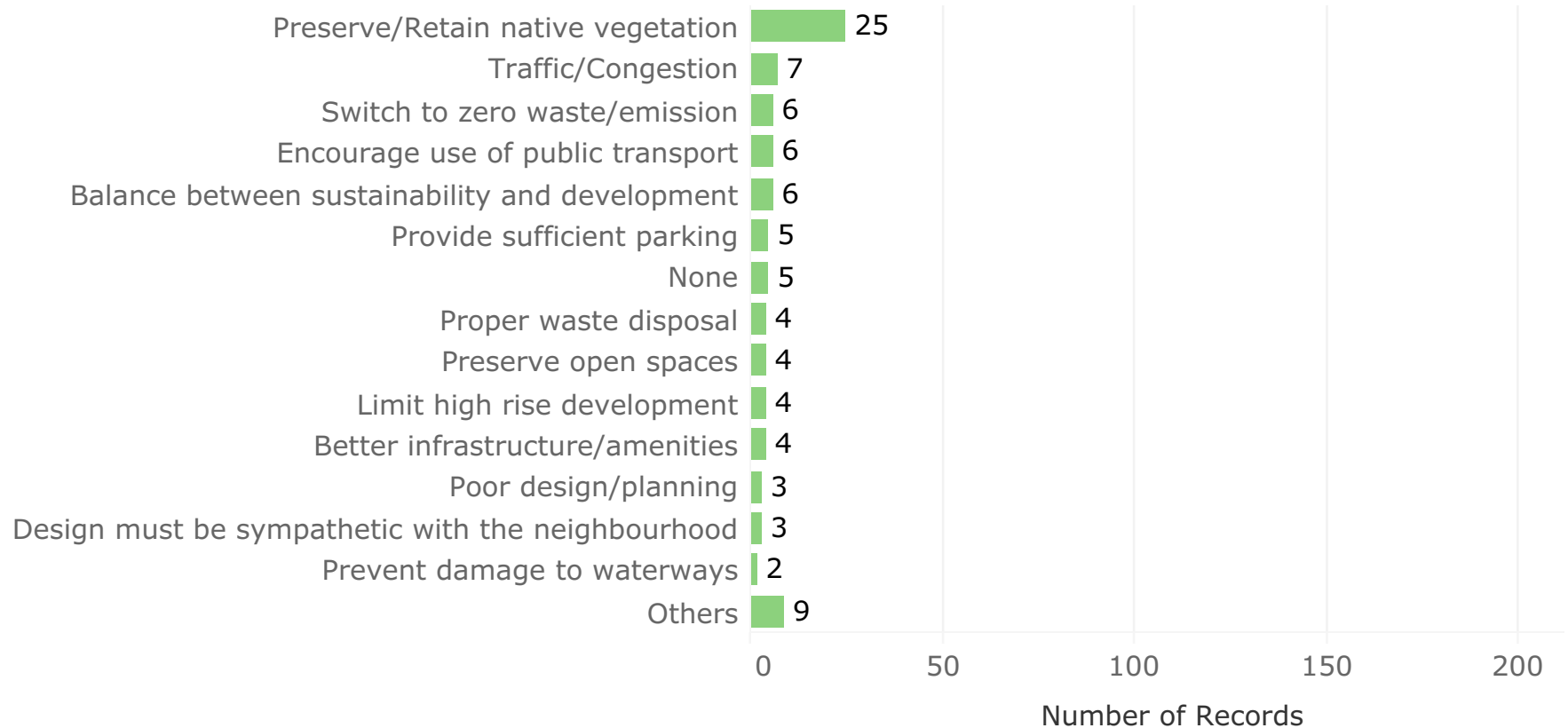
*1. People 2. Bikes 3. Public Transport 4. Private Vehicles
Always enforce maximum off-street parking numbers for development sites, including approving developments with no parking whatsoever.*

On-street parking should remain short term (say to match the existing 4 hours)."

Q10: What is most important to you about the environment and sustainability?



Q11: Other comments on environment



There was a diverse range of comments about environment and sustainability provided in Question 11, including the following examples:

"The significant rate revenue sourced from new development should be invested in the areas affected. Street tree planting should be of the highest priority."

"We are seeing many trees chopped down as a result of demolition to build new apartments. There needs to be more regulations about this."

"The open spaces in city of south perth suburbs are what draws people to these suburbs please try to preserve these & the large trees."

"Energy efficient, high density housing in this area would obviously benefit the environment - especially if the housing is located close to public transport and new residents are encouraged to use public transport."

"Until WA has a better transport system expect every household to have a car..... we are not Sydney or London, it's silly to think but adding facilities to the buildings that it will reduce traffic/change behaviour/diving's/pollution etc, people need to get away form home & WA isn't very accommodating other than a city work commute by train"

"Offer development bonus for sustainable building features (end-of trip facilities, no off-street parking, solar, water retention, tree preservation, etc.)"

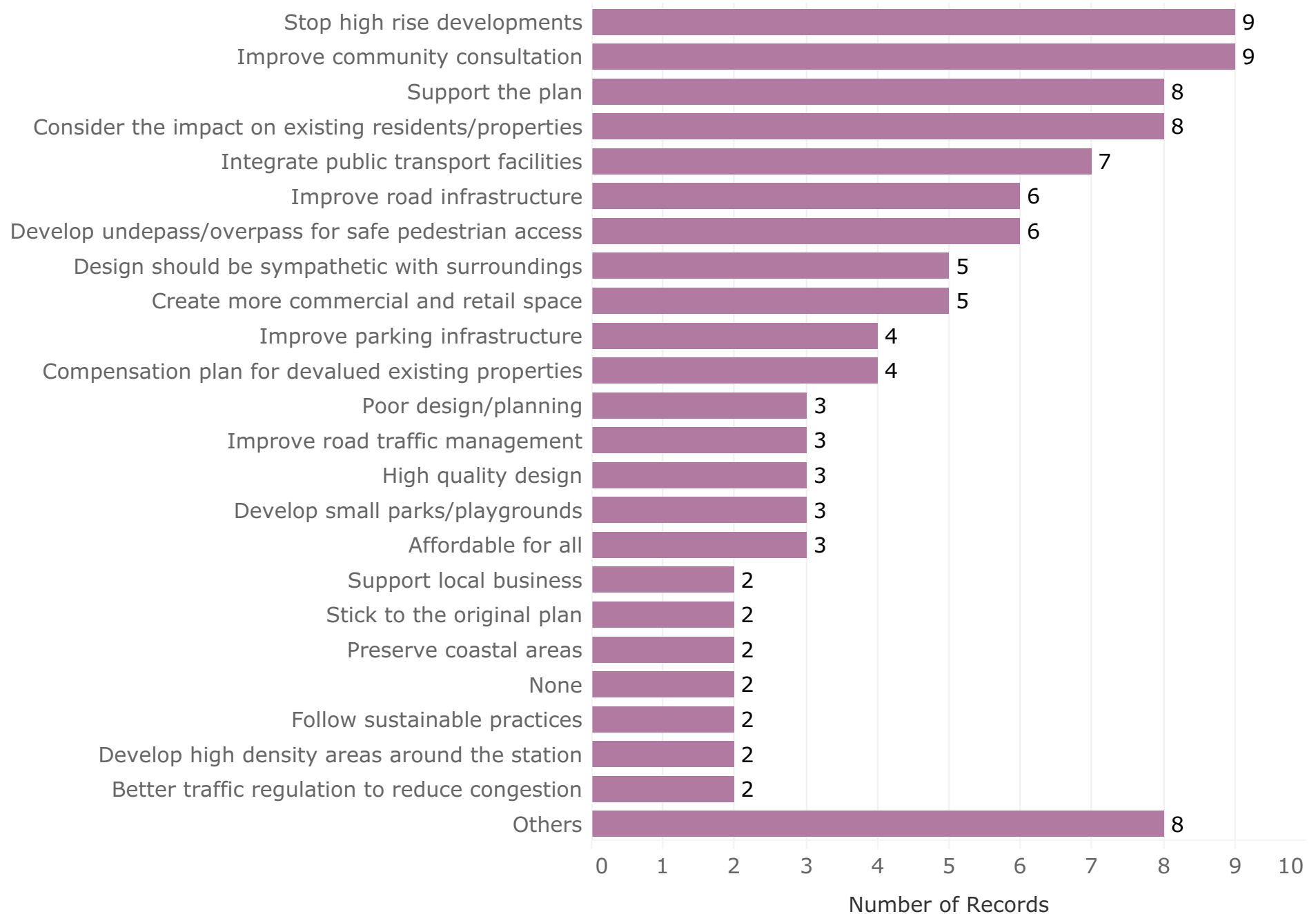
"Buildings increase residential density to reduce urban sprawl, based on a planned complimentary population modelling. This should be a balance and not maximising density at all costs. Current infrastructure, public transport, services, amenities, public open green spaces, schools etc and diversity of housing types need to all be considered"

"I strongly agree that we need to reduce urban sprawl and start building smart, medium to high density communities closer to the CBD. This in turn will increase activity creating secure and amenity rich areas. I think it is an exciting opportunity for the City of South Perth."

"If the intention is to have higher density housing, then can the Council please make sure that residents do not leave their wheelie bins in sight of the road."

"There must be due regard to the character of the community and street."

Q12: Any other comments



There was a diverse range of comments provided in Question 12, including the following examples:

"City needs to stick to its guns in implementing the ACP, focusing development in the right locations specified in the Plan. The City must clearly articulate its vision and why this Plan is important to maintaining a diverse and balanced community, keeping what is best and most valued while providing mechanisms to manage the social and population changes it is facing."

"Think building heights in some areas too high and wont fit in with existing family housing. Must be careful that it does not end up like a concrete jungle"

"For me, density to enable the greatest number of people access to live in this perfectly located area is important. Ensuring affordability is key to ensure a young demographic is being retained in the area - the people who will be commuting daily via the station and will contribute to a community feel."

"The growth is too fast in the area from quiet residential single storey houses to 4,6 and 10 storey apartments. It is out of character and it is somewhat ridiculous. There needs to be more planning for a transition plan of growth."

"I believe the building heights are excessive."

"All of the information I have read about the plan makes sense to me and I fully support the existing plan. I don't see any reason to change the plan, unless it were to extend the area and/or increase the development of high density residential development."

"The promised Review of the plan must be open-minded to considering change to the plan. For example - if it is found that the impact of higher density apartment dwellings are having too much deleterious impact in the area then approval of developments should be delayed or rejected until such time has passed to allow for gradual and acceptable change in the area. The Plan should not just proceed unrestricted regardless of it's impact - that's unreasonable for long standing residents."

"I hope that the developments don't cause difficulty for not-for-profit and locally owned small businesses"

"I believe that it should essentially remain unchanged. It took many years to create and has been through rigorous review prior to being gazetted. The focus should be on good design with some consideration of the new Design WA guidelines. Encourage good, socially responsible development and let the City grow and prosper."

APPENDIX A - Presentation

CANNING BRIDGE ACTIVITY CENTRE PLAN



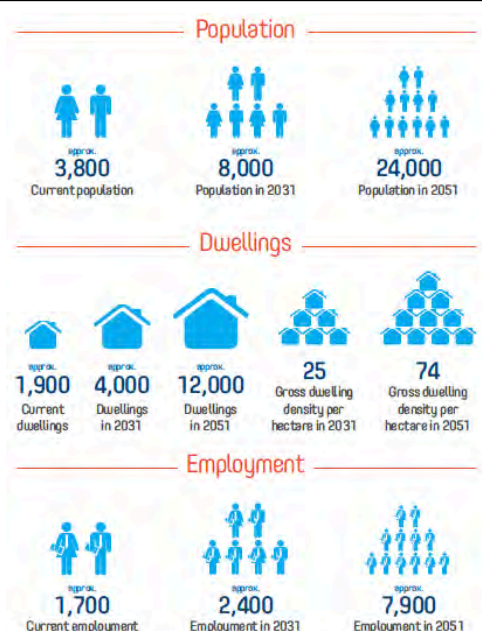
Welcome and Housekeeping

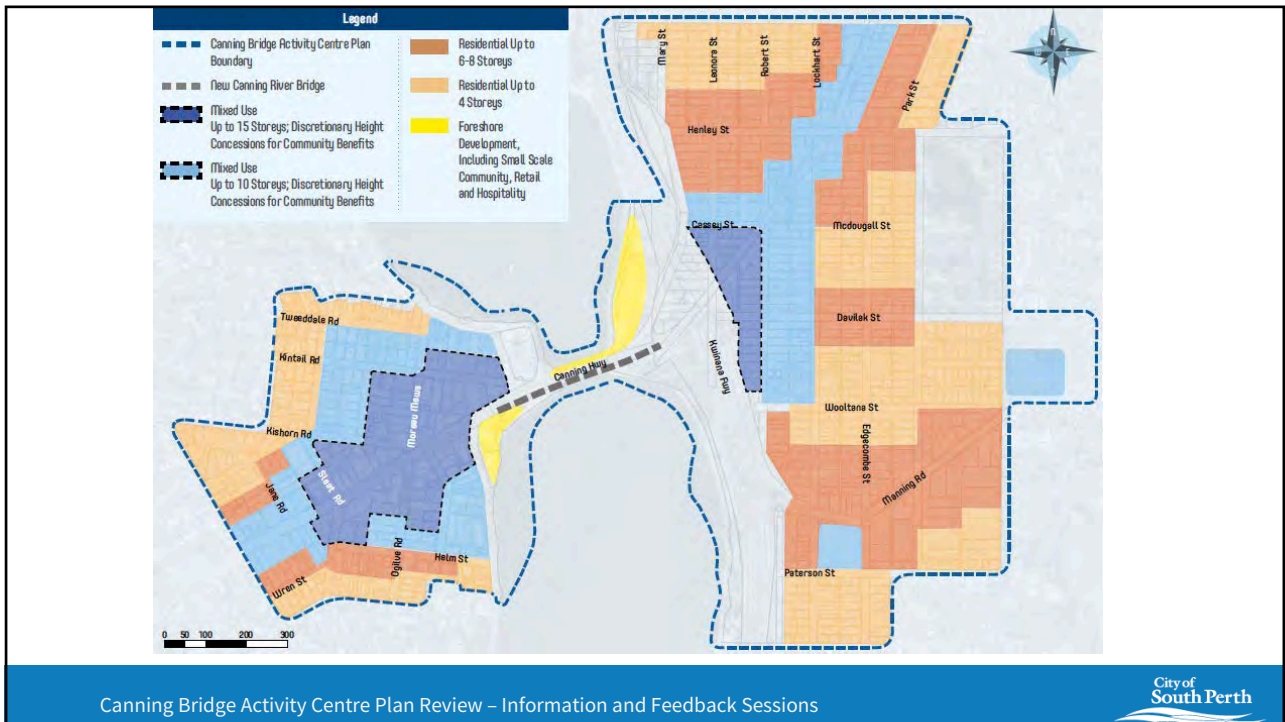
<https://yoursay.southperth.wa.gov.au/canning-bridge-activity-centre-plan-review>

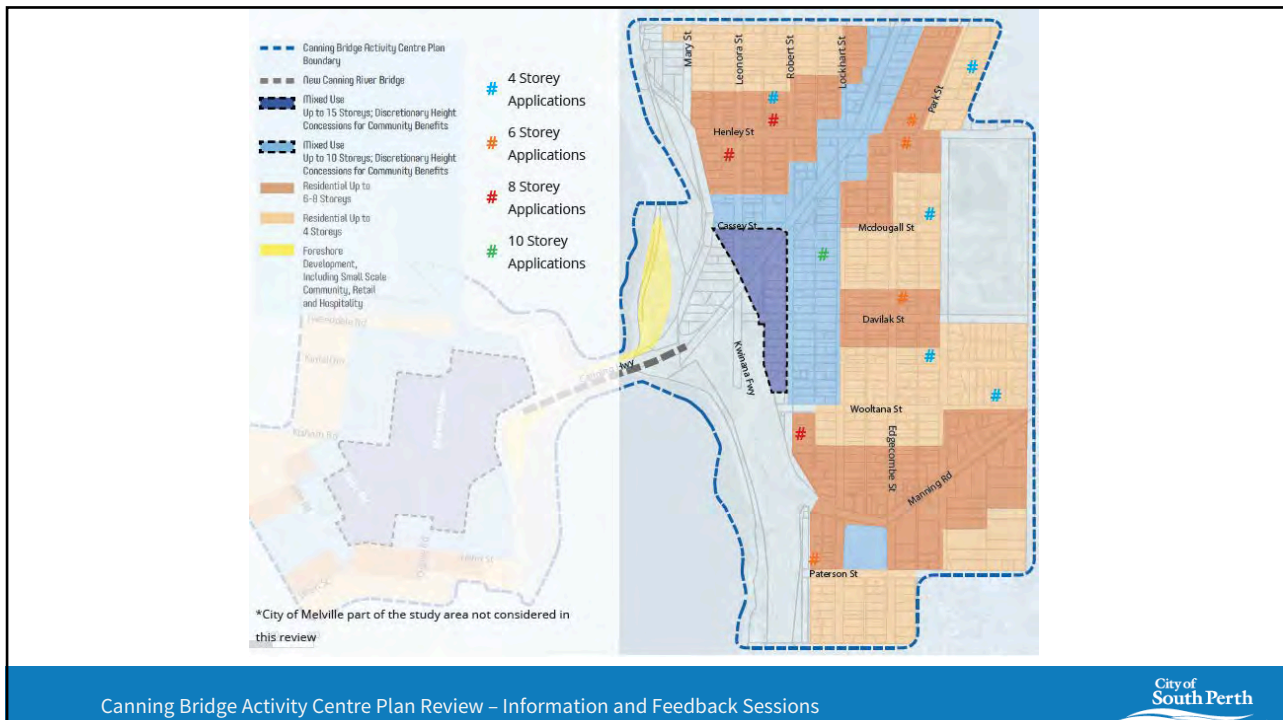
What is it?

- Canning Bridge Activity Centre Plan (CBACP) is a guide for development, focused on the Canning Bridge Station
- The CBACP includes planning guidelines for elements such as:
 - Height;
 - Setbacks;
 - Parking; and
 - Open space
- *This document replaces the provisions that would normally apply such as those in the R-Codes/Design WA*
- *The CBACP does not make anyone develop or require anyone to sell land*

Key Figures







How was it developed?

- City of South Perth, City of Melville, Department of Transport, Public Transport Authority, Main Roads WA and the Western Australian Planning Commission
- More than 500 participants for Vision
 - ~300 submissions on draft
- More than 300 participants during structure plan
 - ~50 submissions on draft



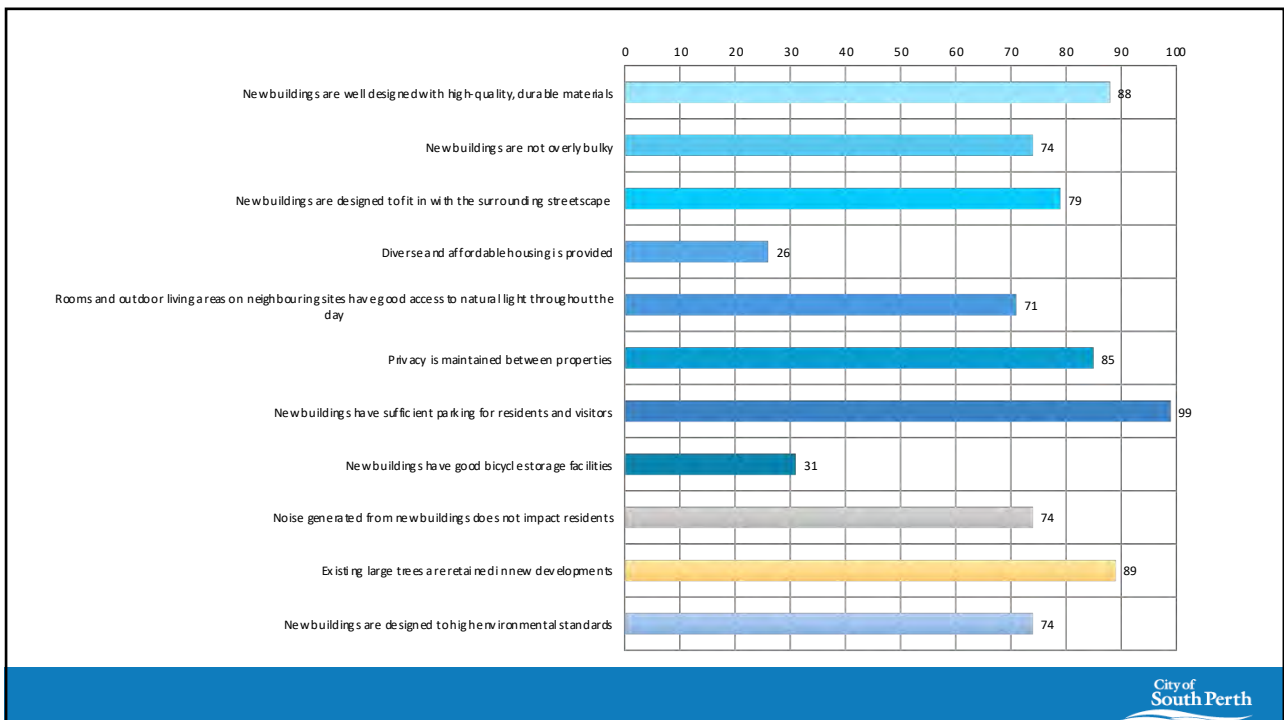
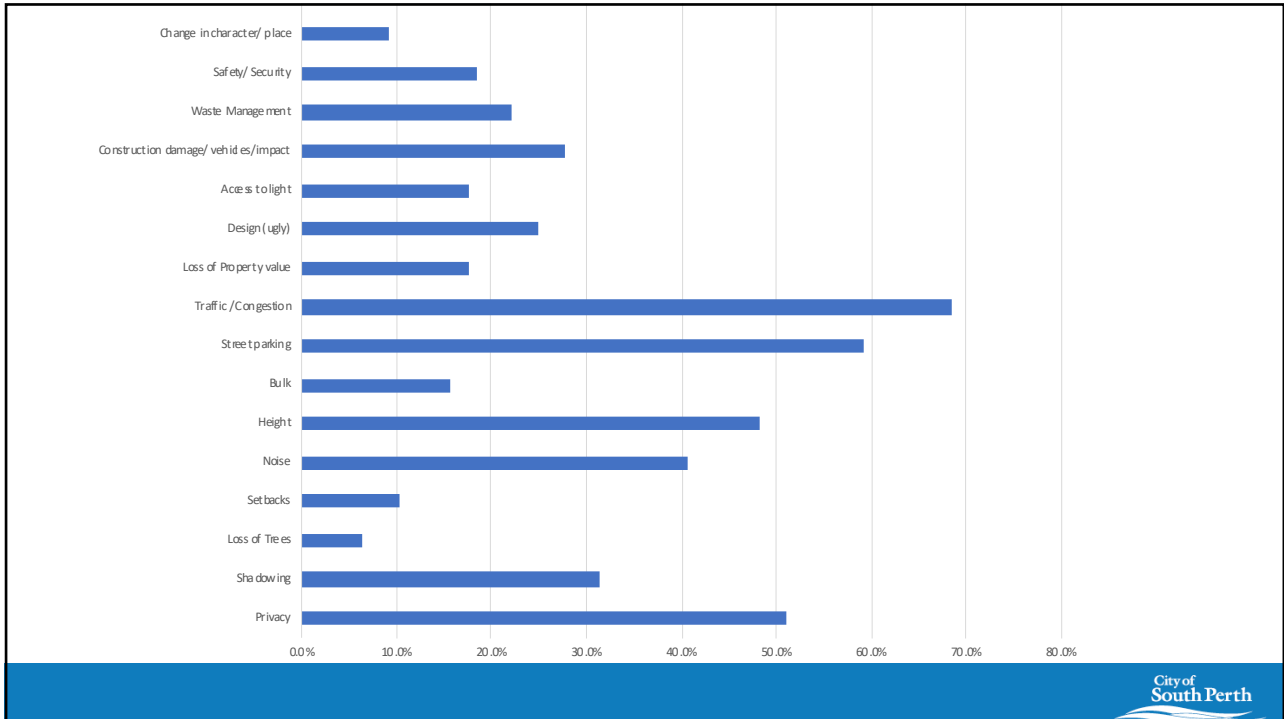
Why Review the CBACP?

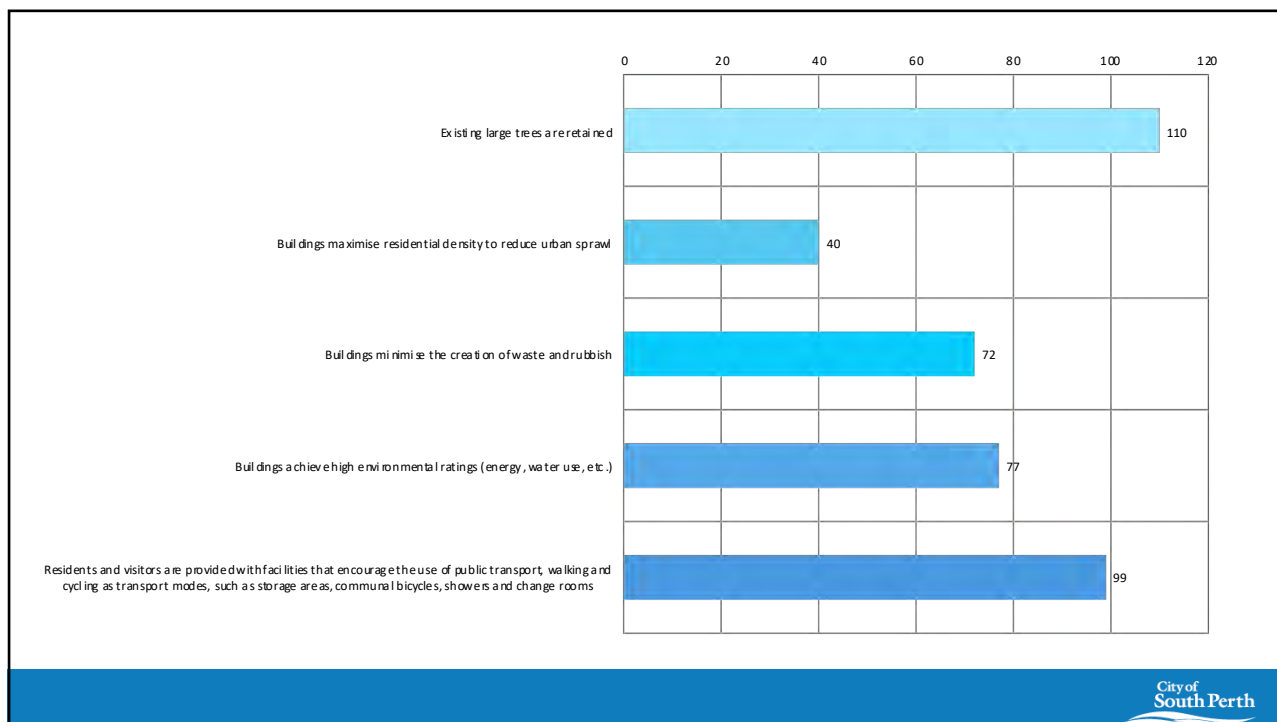
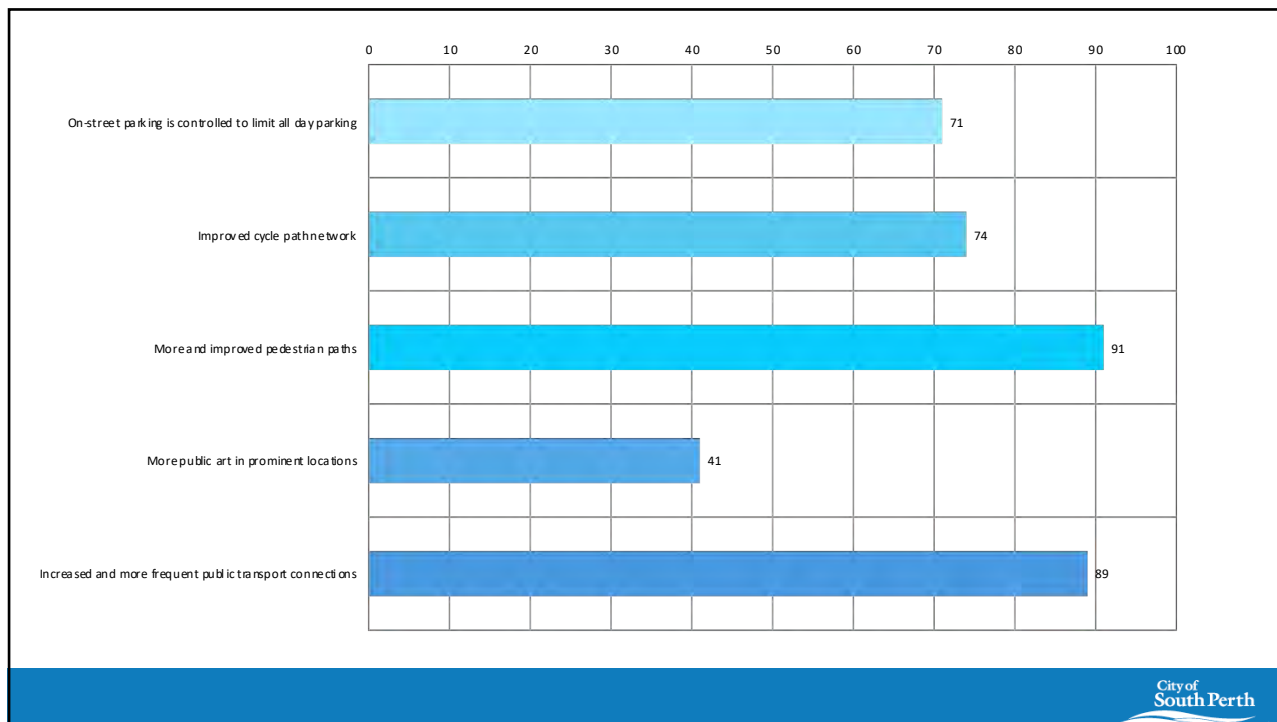
- Council committed to a review after a short period of implementation. The City wants to make sure that the plan is operating in accordance with its goals and objectives
- It's not a 'redo'
- Looking at possible improvements and considering new State wide policy frameworks – e.g. Design WA



What is being considered?

- Based on community feedback
- Key design elements which are emerging:
 - Solar Access
 - Privacy
 - Parking / congestion
 - Height / bulk
 - Construction impacts
 - Local character / change
 - Noise
 - Waste





How this session works

- This session is about providing information about CBACP and about hearing about your experience of the plan
- We want to hear more about the key elements of concern or opportunities – we can only go on what we have heard so far
- Share your thoughts and suggestions and take some time to ask questions of the project team

How this session works

- Each 'station' focuses on a theme – except for 'I'm Not Sure'. This one will cover any elements that you want to know more about or tell us about
- Facilitators can explain how the CBACP responds to the theme
- You can take as long as you want regarding any topic – make sure you give others a chance to ask questions too
- Once you have shared your thoughts or heard what you need, you can stay and chat, or head off and enjoy the rest of your Saturday!
- Make sure you leave your final thoughts before you go (and your contact details if we don't have them)

More Information:

<https://yoursay.southperth.wa.gov.au/canning-bridge-activity-centre-plan-review>

Please register for the Citizen Stakeholder Group if you haven't already and you would like to be considered in the selection process

APPENDIX B - Survey Responses

Do you have any other comments or priorities for new buildings and developments in the Canning Bridge Activity Centre area within the City of South Perth?

High quality street level activation of buildings is very important. Vehicle crossovers avoiding busy roads, integration of building entries and landscaping to the street front, mixed use development which contains shop fronts/alfresco seating in relevant mixed use zones.

Any new housing area should keep in mind having a sense of community for those living in or around that area not just for adults but for children also. In this day and age where affordability is a major issue, housing communities are becoming more compact so with this in mind affordability, a sense of place and community is more important than ever.

Let's show the strongest possible support for the concepts of "activity centre" and "transport corridors" with particular reference to optimising public transport provisions, and making a better contribution to the wider regional problems of housing affordability, curbing of urban sprawl, and diversity of employment opportunities. Let's distance ourselves from the unfortunate supposition that local residents can exert a veto over urban renewal in "my street".

Do I have to sell my property to make way for all the planned developments? I live in a unit on Canning Highway. I don't want to waste time and money renovating if it's just going to get knocked down.

I like to park and walk to the train. Bus connection from Salter Point is a joke

As the redevelopment of the precinct occurs we are going to need some convenience shopping facilities within an easy walk.

Let's aim for buildings that are not just square boxes - good design will be essential. The area has the potential to become just a series of high rise, rental properties owned by investors. It's essential to ensure that development is appropriate for family life with interesting, useful buildings and community spaces, easily accessible to pedestrians. This would then encourage owner occupiers, both solo professionals and families.

Remove the 10 & 15 story height limits, instead change to performance based discretion on heights in the area. For example a skinny 50 story building is better for everyone (developer, residents & tourist) than a short fat 10 story building.

Yes. All design should be beautiful. I mean really beautiful. This is an opportunity for keeping and additions small and exquisite. Large tardy developments look cheap quick and diminish the area. This means aesthetics should be overseen by designers and architects not engineers. Perhaps put out to global Expressions of interest or as a design competition for beautiful and ecologically sensitive design to help put the area in the map globally and be accountable to global environmental standards, especially so close to the Swan river.

Buildings along the foreshore should be limited in height - say 4/5 stories.

Make the buildings maximum stories possible. A waste of time otherwise. Maximum infill needed being so close to transport.

Car park provided at end Leonora Street Canning Bridge station. Better access from 'kiss and drive' Leonora St to Canning Bridge Station to negate having to traverse exiting freeway south traffic and buses.

None of them should go ahead. These multi storey buildings are aesthetically displeasing, create noise, over parking in streets, low socio-economic people renting apartments and will just turn lovely Como into a slum. Please just stop this disgusting work.

avoid high rise - keep low rise no higher than 4 stories and protect views of residents

I think a train station in south perth is extremely important for future planning with regard to new buildings / congestion

Mixed use at lower levels towards creating community activity

Ensure flexibility in zoning use on ground floor so retail opportunities can develop along side the increasing density, such as a corner store/cafe/gift shops etc

A diverse range of buildings with interesting architectural elements that include well planned open space between buildings and where appropriate interesting public art.

I am amazed that the design of the CBACP seems to want to build the highest properties on the rivers edge and progressively lower height behind, rather than the opposite which would give all residents especially long term existing one's some kind of river view.

The current Roberts st plan will effectively block everyone's view except for the one's on Roberts st itself.

This design principle is quite ridiculous and absurd.

Covered or partially covered access to and from train/bus stations just be a prerequisite to ensure that hub remains dynamic in all circumstances.

Well thought out traffic management plan prior to building approval.

I would hate to feel that existing residents are being forced out by buildings which do not fit into the surrounding streetscape and are poorly designed, overly bulky buildings which impact on their privacy and light as is evident by the current apartment build in Robert Street. This building is ridiculous in scale. Such a building may be suitable for a corner lot or on Canning Highway but not in a stereotypical suburban street.

Need to be accessible by everyone. Not only physically (parking/bikes/walkers etc) but also including poor uni students through to the wealthy residents

Nothing new, but wish to stress the importance of the council being realistic about issues relating to the impact high rise development will have on the area, especially if it persists in believing that the people who will buy/rent these new apartments will either have no cars or only 1 car per unit. I don't care what the regulations/standards say - look at reality and realise that 2 people occupying even 1-bed apartment is highly likely to have a vehicle each, even if they do catch public transport Mon to Fri to work - Perth is still too car-centric for this not to be the norm. Car stacking systems are not the answer as most tenants will probably not bother to use them and will park on the street.

Council needs to wise up!

Also I am concerned about the loss of privacy caused by apartments (the issues that have arisen from developments in South Perth around Mill Point Road, Labouchere Road and Mends Street do not fill me with confidence that the Council and Planning Dept have any concern or consideration for the impact that high rise development has on those of us who wish to retain our single residences.

The impact of shadowing and loss of sunlight due to the development of high rise is also a concern. I would hate to live next door to the current development that is being constructed in Roberts St and it is yet to reach its full height.

I appreciate the time taken for a robust planning policy. I think the importance of the pedestrian experience cannot be overstated and like the movement and traffic flow mapping. I fully support higher densities to achieve a strong community feel and am disappointed recently with some of the city of South Perth decisions with relation to other developments on the peninsula. I believe this precinct could be developed in a similar way to Vancouver in Canada, specifically the West End which has a similar topography and geography. I would implore the city to look into this as a case study of where integration, residential density, traffic calming, green open space and social capital can create an exciting and affordable inner-city environment with high levels of amenity.

There should be no repeat of the "development by creep" like the South Care Development. The original plans were progressively altered to the extent that the final development is nearly twice the size of the original plans. Residents' views were simply ignored and rolled.

Do not approve development of apartment blocks that do not fit with the mostly single storey buildings in the area. This is important to the surrounding area. If large buildings with many residents (and limited on-site parking) are built, then nearby residents will be subjected to increased noise, reduced privacy and loss of sunshine, or will move out of the area that they love.

Apartment developments should be given approval for residential use only, to limit and regulate Air BnB.

Transformation of the area has to be gradual and respect the existence and longevity of current landholders/residents

I would like to see well thought out plans for buildings and developments where the intention of profit does not affect the overall feel of the neighbourhood which consists of retired couples, working professionals, young families. For example, the density of the apartments need to be made clear as a 24 unit apartment block on a tight narrow street such as Edgecumbe Street can be problematic with traffic situation.

I reside (own a property) in a cul-de-sac street that is within the precinct - house and as the older houses come up for sale, consistent with the street is to put 2 or at most three units on the old 1000m2 block - to say these can now only be developed as multi story dwellings which will lead to significant aesthetic impact to surrounding properties as well as impacts in terms of parking and street access and values of surrounding properties. This is a street where most properties, if not all are in the \$1M plus range and you want to put 15-20 units in the street - all we will ultimately do is attempt to sell up and to get out of this neighbourhood. Literally three houses away on the other side of Cale Street - they are permitted to split the same block into 3 green title blocks, yet we are forced to endure a specific type of development here. It would be nice if common sense prevailed and someone actually realised that a 4 or 5 story property in a cul-de-sac narrow street is not in the best interests of the area.

We would like modern amenities to come with the new developments, be they street level or rooftop - cafes, restaurants, convenience stores, wine bars etc

I believe that good design should be the priority. It is difficult to find a scenario where neighbouring, undeveloped properties are not going to be adversely affected. Such is the transition of the activity centre.

They should be very convenient to public transport - to limit car use.

Height restrictions to be reviewed. Equality in retaining views for ALL residents, equality in height restrictions for ALL landowners in the same street, maintaining the integrity, quietness and beauty of our part of Como which is about to disappear behind a WALL of ludicrously tall apartment buildings blocking the river to EVERY home behind.

Adequate consideration for traffic management is made, especially as population density increases. All development should have adequate off street parking so as not to impact neighbouring residents.

No overshadowing with specific consideration for neighbouring solar arrays and passive solar designs.

I would like the City to proactively assist existing residential property owners to cooperate and plan to package adjoining properties for sale as a package for development. That should be flexible enough to allow cooperation between green-title, strata-title and survey-strata holdings.

Concerned with developers getting approvals for building heights well above stated zone heights.
Concerned with developers getting approval with building bulk close to existing residential property boundaries.
Concerned with adjoining large new buildings eroding privacy in residential lots.
Concerned with adjoining large new buildings shadowing residential houses.

There needs to be new infrastructure (especially drains and better catchment for water run off from streets) built before the new development of blocks gets underway. How will the exponential increase in population affect the water run off drainage/sewerage system? We already suffer regular flooding when it rains as we are on the low side of Lockhart Street and the run off block completely now fills up in about 50mins. There has been no change in the local infrastructure yet we expect at least 200 - 300 new dwellings in our immediate area to be built-in the next 18 months to two years. As gardens are built on by high rise complexes we will have greatly increased run off and lose our trees and our birdlife.
The McDougall park Lake has not dried out for several years. It has become over full in winter from run off that no longer drains away.

Already we are impacted negatively by the Canning Bridge Station with increasing numbers of cars in our streets.
Tradesmen working on building sites park increase the very early morning traffic and park along the road verges.
New approved high rise will only add to the population and locals are selling their homes of many years to avoid having to live next to high rise buildings.
When the original proposal was put to residents we were told the height of buildings would be 4-6 storeys or up to 10 storeys on the highway. But when the rezoning happened we were suddenly 6-8 storeys and on the highway it became 10-15 storeys. This was never put to residents.
The 40 year plan seems to be happening much faster or is it just the infrastructure that is the 40 year plan.

Would like residents to be notified by email or mail regarding developments that directly affect owners property.

Not really; medium term redevelopment of areas closer to the train station is inevitable and the current 5 and 10 storey guidelines seem appropriate.

High, well designed and slender buildings is better than short and bulky buildings
Developments should be coordinated through a concept design over large areas rather than ad hoc design/developments on small land holdings.
Height should not be a major concern if the design is exemplary and it offers benefits to the community and the residents.

We need an aquatic centre, and more generally if the population is to grow we need to ensure parkland is preserved and well used and sporting clubs and schools are supported to expand/upgrade with the population. In terms of buildings I think atleast some should be made to consider requirements that families have (eg larger apartments, more noise insulation) so that we don't skew the demographics of the area

Development does not adversely affect traffic flow in the area

A Cafe, dining and small shopping precinct would be nice, that is family friendly with a fenced playground

The zone is way to big. End result people are scared to buy within the area, houses have been devalued to block value. No one can afford to build 4 stories and there is not enough demand to buy them if built. Really disappointed in the lack of foresight in the plan. Would have been better to have made the zone smaller to start with and then in years to come to have moved out. Would prefer to see townhouses which bring more families into the zone.

I am extremely concerned about the type and size of buildings being proposed in residential Como. Large scale developments have been proposed that are not representative of the neighbourhood and surrounds.

Not to cast shadows on existing residences
Not to be looking at a 3-6 story high rise next door

You are seriously impacting the value of other properties, how are they compensated. The area should not be made larger. Now it's here and apartments that do not match the area are being built, there needs to be amenities such as cafes, new parks and other benefits to current residents to help compensate
There should be a height restriction so that the area's amenity is not destroyed - we do not want it to look like the south perth penninsula with a sea of high rise apartments

Small water craft access and wash down facilities with direct access to Melville Water are lacking in South Perth/Como due to the freeway. This is a great opportunity to reclaim some river access for small craft, eg paddle boards, sailing dinghies, etc.

They should reduce the distance around the train station to 200 metres, to go to 1 km is not sustainable.
The residential approval at 47 Clydesdale street makes the whole process seem like a complete shambles. The developer has embarrassed you with the ability to turn a 4 story development into 5. Further I am not sure which rocket scientist came up with the idea of .75 car parks for each residence. I am not sure if this was a town planning idea but I can tell you now if in my line of work I proposed this type of activity I would expect to be sacked.

Although not indicated above, a balance needs to be achieved with retaining trees in the precinct and providing density. Urban sprawl is very damaging to natural bushland. The loss of some isolated established trees in suburbia would have a lesser impact.

I suggest CB to consider a pop up event along the river or bridge with beautiful view, kids playground, food & drinks from the food trucks and seating area which suit for family picnic and relaxing.

Could water fountains be added near the bridge and along the footpath / cycle way along Kwinana freeway?

I believe the SPCC should relax the many hoops that development applications must go through

The apartments being built on suburban streets seem too dominating on the landscape & too high density for this area. Slotted in next to single dwellings is too intrusive.

definitely new buildings need sufficient parking for residents and guests!

Height limit to be in keeping with residential area.

Not too residential, have commercial strips like Applecross Village, Angelo St, etc.

The parking requirements for new buildings in the area are insufficient. This leads to suburban roads effectively becoming parking lots.

Additionally, the wonderful character of Como is disappearing, where multistory apartment buildings overshadow and dwarf existing properties such as the one currently being built on Park St. The high density developments do not preserve the green spaces that currently exist and will result in an area with no soul and an increased heat load.

Far too many high rise buildings have been proposed. This aspect should have been included in the previous question. One very negative result from a greatly increased population will be additional traffic problems.

There is an opportunity to create a very good, vibrant community, where the residents can walk / cycle to shops within the CBAC, rather than drive. Encourage others to travel to the area via public transport, eg the train, cat style bus. Provide outside bicycle racks to secure bikes to. Also parking for very small electric motorised 2 wheel and 3 wheel bikes. New buildings have only ONE car parking bay per dwelling. Provide angles street parking for visitors cars. This will provide more parking bays.

No high rise apartments please.

Development of Park and family friendly facilities, art installation on the Swan River foreshore of the Canning Bridge.

I am concerned about the shading which will occur around a large substantial building. Also, privacy and parking I believe will become a problem for local residents in single storey houses.

Increased social connection and inclusivity. Coffee shops and restaurants.

Concerned about the indiscriminate placing of high rise apartment blocks between existing home sites. e.g. development in Robert St.

the lack of development and parking around canning bridge station is frustrating. Also, consideration should be given to an overhead/underpass pedestrian crossing to the station - people dash across the road all the time because it can take 5 minutes to cross the road. it will end in a death one day.

As a resident just outside the black dotted boundary, I have watched the traffic congestion caused by the development of 23 apartments on Robert Street. This congestion will increase with residents from that development parking on Robert Street. Now there is a development of multiple levels on the corner of Robert and Henley streets which will cause congestion on the roundabout to the traffic lights.

New buildings should only be approved when they meet the highest environmental and quality standards. There should be provision for solar/renewable energy, electric car charging, bicycles, and environmentally friendly waste disposal.

Please do not encroach on the Olives Reserve (and the MWB site) at the end of Henley Street. And please do not use Henley Street to access the proposed bus station (use Cassey Street instead).

Needs to be family friendly and have inter generational living appeal. Include single dwelling homes that include gardens. All homes should have green spaces for gardening, children's play and relaxation.

People with disability are being forced into group homes and aged care, because they can't find accessible homes to live in Como, and are struggling to afford a home in the area. All new homes/ complexes planned for this precinct need to be universally designed (minimum gold Standard for Livable Houses Australia <http://www.livablehousingaustralia.org.au/>) so that more people can maintain their independence regardless of their age or physical capabilities. Particularly important for this cohort given the area's proximity to public transport and other amenities which make them attractive for people unable to continue driving due to age/ disability etc

I want to make sure that with the large residential builds, comes commercial/retail/leisure uses at the ground floor activating the streets. Building these dwellings without supplying extra cafes/restaurants/shops/bars etc would cause congestion.

New buildings should not turn existing buildings into narrow air wells like what is currently happening at the South Perth station area where existing units are being overshadowed by massive tower blocks on all sides. I think that the area's residential integrity should be protected and maintained even when the population density increases with the new zonings and mixed zones of commercial plus residential should keep the priorities of local residents in mind.

The new building do not block the view of current owners who have invested for the property due to good views

New buildings should not negatively impact on neighboring properties passive solar design and in situ solar panels. Overshadowing by new buildings should be kept to a minimum.
Having experienced how the approval process in a bulky development is conducted, I have valid concerns that key objectives of the CBACP are not being given due regard, and lip service is paid to community consultations. I believe the CBACP in its current form lacks the support of the residents as it no longer reflect recommendations from community consultations and those of the consultants.
Don't allow too many high rise apartments. It will destroy the look of the area and cause increased traffic congestion.
Making sure we are using top architects in the design new developments
More intensive development to utilise rail infrastructure
Grade increased building heights into the existing area outside of CBACP are - no sharp transition
Buildings should be low height to not obstruct light and views of surrounding existing buildings
<p>a) Integrated cycle ways and cycle pedestrian tunnels everywhere - like Copenhagen's cycle ways with curbs separating cars and cycles. Traffic lights with Pedestrian, CYCLE and car red and green lights. Every corner having a cyclist mini circle meaning cyclists don't have to make any right hand turns in the middle of traffic.</p> <p>b) Current Good bus services maintained or improved</p> <p>c) Current small inefficient train and bus stations be redeveloped. The Murdoch or Whitford model is much better and is less of a traffic problem than the Canning Bridge Train and bus Station. Currently little room for bus drop off, no car drop off access.</p> <p>d) New Manning south onto freeway lane entrance may help a bit</p>
privacy and parking are key factors; where we live is a dangerous hilltop location, even parked cars on one side of the road create a dangerous situation. There are many children in the area.
Please ensure that all balconies have a visual screen, so that untidy contents are not on display to the surrounding areas.
Impact on traffic and congestion. Building a 100 apartments mean another 200 or so cars on that road trying to access the building from the road and road from the building.
More consideration needs to be given to the disruption caused by the likely very long ongoing construction period associated with the Plan. Construction workers cause significant parking and traffic issues in streets affected - like mine! There is also a noise during construction issue - while unavoidable, consideration needs to be given about providing relief to local residents - either by staggered approvals in areas or coordination and enforcement of time-of-day restriction to limit the impact. The Council should ensure that developers are required to provide parking for construction workers either on-site or more probably well away from the site with transport to it provided by the developer.
<p>Waste removal bin storage areas should be to the rear of developments, in the underground carpark, with access by a low profile contractor's truck. This is mandated for 6-8 storeys and above in the Plan, but is banned for 4 storeys by the Council.</p> <p>Due to this ban, 4 storey developments must then have the bin storage area at the front of the development, impinging on the building design and the streetscape, and the crossover then needs to be reconstructed to suit the 33 tonne Council contractors truck.</p>
Staggered development over time will enable current residents to adjust and transition with the changes. Continued long term development in the same streets/suburbs will create a living nightmare for residents to endure.
<p>That new buildings conform to new approved design standards (R Codes for Apartments) in SPP 7 should not continue be exempt in the CBACP area under TPS 6 Clause 4.3(1) (p).</p> <p>The current design standards are so much lower, so the outcomes will provide less amenity to occupiers and spoil existing outdoor amenity including traffic congestion from on street parking. The use of car stackers for car parking needs to be stress tested to see how well they work.</p>
<p>Must be aesthetically pleasing. No cheap looking buildings. No cheap/scruffy gardens.</p> <p>Strata titles to enforce balconies kept tidy - e.g. no laundry, not used as storage space.</p> <p>Specific 'storage space' designed/built for each unit (maybe in basement).</p> <p>Well designed/stylish gardens - at least at front of building.</p>
This is a site for a lot of potential as Perth grows. I hope long term strategic thought goes into this. Particularly important to me is how we can encourage more public transport and bicycle access to relieve potential auto congestion. The more activity/commerce/retail that goes into this area simply means more people. More people means more coming and going - the easy we can make this with train/bus/bicycle - the better it will be.
New buildings should not negatively impact on the wetland located within the Neil McDougall Park. This should lead to the previous development controls, such as higher R-code density coding, and lower height limits being placed on the lots directly abutting the park (and perhaps one block back), while higher density and height limits can occur along Canning Highway (which happens to be closer to the train station).

That they all need to maintain high quality and showcase innovative architectural designs. There's no point in putting up apartment complexes if they're just going to collapse and compromise the safety and livelihood of the people living in them or near them (like they have over east).

We know developers want the land we're on (I live in the purple zone/15 level limit), but given some of the designs going up or concept work shown in some of the developments of the area, I am convinced they are just trying to maximise profits with little concern for the people living in and around the complexes. So I think it would be a good idea for the local government to provide stricter guidelines of what these buildings must entail so that the new complexes (that will emerge with time) are really fantastic, well made and comply with sustainable practices (as it should be given this is a project focused on the future of the City of South Perth, what is the point if it's going to be disastrously sub-par and not give architects and engineers a chance to showcase sustainable living and innovative designs?).

Perhaps a building schedule could also be implemented to make it easier for existing residents: for example, have construction for (x) amount of projects per zone then have a break for six months before more projects can commence. This staggering of timing will break up the construction process for the residents and also give developers time to source proper materials and better schedule the construction process.

At the moment it appears that apartment living/culture in Australia is tiered towards the extremely wealthy with most single bedroom apartments almost costing as much as a house, given that one of the boxes I can tick is to provide a range of affordable housing, I hope this is upheld as people deserve to have a nice place to live regardless of their social class.

Catching public transport from the Canning Bridge Station is an unpleasant experience and could be dangerous. I am not sure whether there is another train station that is intersected by a Freeway and Main Road that pedestrians and children have to cross over.

This could be achieved by safer access possibly walking underground or a walk area above the freeway.

Residents that may be impacted by a new development are given an invitation to comment before developments are approved. Not all residents are able to scroll through online documents to be aware and therefore have comment or input before approvals go through. I suggest contacting them directly in writing would be fair.

Concerned it will end up looking like Chatswood in NSW. Heaps of tall buildings and no community feel to it.

Fix up the parking in the streets due to no parking at canning bridge station if not paid attention to it will get worse in the future.

review of side setbacks for podiums

review of podiums in M10 zones (are they necessary on middle of a residential street that is not considered a through corridor for traffic)

Transition from 10 storey to 6 storey (not 4 storey opposite 10 storey)

eg lockhart st one side 10 storey, directly opposite is 4 storey. No transition and economic loss for people on 4 storey side.

overshadowing guidelines included in CBACP

privacy included in CBACP- use of opaque balcony screens so reduce overlooking

Need a good transport plan

it gives easier access to the train station instead of crossing so many traffic lights. For instance, a bridge within the building that connect to the train station.

I would love to see more cultural and recreational facilities and possibly even cafes and restaurants for social use. I think it is a prime location to grow into an attraction for the City of South Perth.

At the moment I think there is not much activity in the area as it has been mostly for residential buildings until recently.

Also, like any other major train station hub, more parking such as Park and Ride needs to be available for the local community. The city will only get more busier and to reduce traffic on our freeways this is the way of the future.

New buildings are not high rise!

Parking or lack of & short time restrictions drives people away, there should be longer term parking options which would encourage more people to eat/shop/play in the precinct

Options for people with children, such as play ground/activity based entertainment for kids, if kids are happy & occupied parents will shop/eat/drink more

I am particularly concerned about adequate parking availability in the buildings and the potential impact on residential streets.

I am also concerned that the demographic of the area will change with an influx of young adults, no children etc. At present, the apartment designs I have viewed do not allow for families and worry that the area will not be so family friendly anymore (noisy, less desirable street behaviours, etc).

be mindful of existing parking issues especially around schools and shops

It is absurd that high rise buildings are being approved that lay between single residential houses. Residents that live in the area are being left with buildings that overlook their properties, offering no privacy, and blocking natural light. This is not right.

High rise buildings are being approved to be built on streets that are single residential houses of families.

The vision for all high rises are years off, leaving streetscapes that look terrible and do not fit in.

This impacts families and should not be taken lightly.

The way forward would be a well planned stages process. High rises to start on major roads like Manning Road and Cannington Highway. Infill from the outside major road arteries then in. Only once the major road arteries are developed should any high rises be built in streets owned and where families are raising their children.

As I resident, I am being pushed out, will have to take a loss due to the uncertainty and no protection that my neighbor might build a high rise.

Surly this is unconstitutional. Grossly unfair.

Make this a hub for all in the city of South Perth - make the buses that run along along Marsh Ave (30 & 31) run close to the station. Ridiculous that none of these go to a main transport hub - if I'm going to be kept up by endless empty buses at night at least include a route to the train station please.

Although recognising the need for high density metropolitan living and in favour of appealing streetscapes with cafes, etc, I am not in favour of high rise developments that adversely impact on the current style of housing in the Como/South Perth area. I believe it lowers the value of the present housing.

I believe that developing much higher density housing in the area close to the Canning Bridge Train Station would be a very positive benefit to the area, in terms of greater utilization of public transport, economic benefits, modernizing of older dwellings to greater utilize existing space and to attract more people to the area.

Yes. I have concerns that increasing the density of houses in this area is stupid without adequate road increases. Please explain how Labour Road/ Canning Road/ will actually cope with increased cars on the road.

Public transport really isn't an option because guess what - still road use. The river might offer some relief but you don't have any active ferries. Please put a plan together which doesn't neglect the obvious.

I don't care about heights as long as privacy and sunlight is retained to neighbours. But I care very much that green space is retained so I think deep soil zones are a must and zero setbacks are a bad idea.

There are so many existing low level buildings that multi-stories are ruining the outlook for existing dwellings. I am appalled that a floor floor building has been approved on Clydesdale St, overlooking McDougall Park. Where is the privacy for children and families that attend this location and where is the consideration to the fauna and the protected animals - too much noise is going to prevent these animals breeding and staying.

The question above states 'new buildings are designed to fit in with the surrounding streetscape'. It's a bit late to start considering that aspect now when many multi-storey buildings have already been built or approved. Perth must have the worst town planning record/capabilities of any major city within Australia, going back many many years. It is not getting any better!

I would like to see new residential buildings that are in keeping with the 'up market' suburb that Como is currently considered to be. I envisage a pleasant blend of single and double storey private residences along with good quality apartment dwellings, not blocks of dormitory apartments which have the potential to attract less savoury behaviour and future trouble spots. Also nice greenery as at present.

Ensure that road infrastructure is maintained and amended to suit increased flow of traffic to the area. The new developments should meet environmental compliance and building compliance requirements (e.g. eco developments, fireproof cladding) Not be above a height which causes excessive shadowing and loss of light to neighbouring properties. Ensure that any commercial developments meet the needs of the existing residents.

Not to be too big and bulky

build more high rise/density buildings

The building at ~83 Roberts Road (which I drive by every work morning) is abhorrent in that it is totally incongruous and disproportionate to the buildings in the surrounding area. It would make more sense to 'spread' modestly increased density across a larger area. This would be as per the ~2012 consideration, which did not finalise, to increase R permits on dual zoned blocks (e.g. R20/30) to the higher zoning automatically in some or all of the South Perth area.

Not ghetto like, or wind tunnel

The new buildings should not be out of character to the existing properties which consists of a mix of families young couples and retirees. It seems out of character that these 4 storeys and 10 storey apartments are being planned and approved in the middle of quiet residential streets where the roads are so narrow they can't even fit two cars coming in opposite direction. Can you imagine 80 units built on a half acre block right next to a single storey house? This does not seem to be the right timing for a big apartment block. The council seems to be just wanting to get more revenue rather than being concerned and interested about their existence residents. These builders care mostly about profit than how the apartments fit into the surrounding landscape.

The CBACP planning guidelines in relation to Desired Outcomes and Requirements are too restrictive when considered on a block by block basis. The planning instruments seem very reasonable, but are broad vision, that need to be open to interpretation on a site-by-site basis. There are sites that simply do not viably support commercial activity, yet it is required. Other sites require 'activation' at street level, yet look straight onto Canning Highway. There are viable alternative solutions. Yet your planning staff will say, "no, you must do this because it says so". Development opportunities should be open to interpretation against good design and community benefit.

This question is a bit like "when did you stop beating your wife". With the exception of diverse and affordable housing I think it goes without question that most people will want these things.

I understand that an 8 storey apartment building has been approved in Leonora St and that it has no off street visitor parking which is an absolute nonsense given there is no parking for the train station and street parking is the only option. Additionally I do not believe that heights of more than 4 storeys should be allowed north of Henley Street.

Stop building above 4 floor highs your planing gurus are denying household of established houses environmental benefit, such as solar hot water, solar power, peaceful leaving.
if you walk Mr Planner on Robert street where a large development is in progress the shade of the building is permanently casting shade on the solar hot water system of the house next to the new building. Why do the people of Como have to suffer for the profit of very few foreign developers!

I believe that there should be a height restriction to three stories the four and five stories are too high and impacting on the residents around them who wish to stay living in their own homes on their own block.

I am planning to move out of Como as a direct result of this Canning Beidhe Activity Centre. My house is going to be dwarfed by a high rise building next door. Thanks for destroying my retirement investment.

Better articulation of public benefit requirements required for the exercise of discretion, focus and reward for provision of meaningful public benefits, flexibility to consider better built form outcomes that can be achieved where height limits are varied i.e promoting more elegant built form rather than squat, compliant buildings

On streets that are off Canning Highway and are residential, building height should never exceed five storeys.

Height restrictions to buildings

Speed deterrents on all roads off Manning Road and Canning Hwy

I have felt that the increased density should not cease at Cale Street but should have continued on to Preston Street

Major concerns about building heights and the traffic generated by activity. as at moment most side roads are incapable of coping with existing traffic and parking Roundabouts essential on main artiaary routes to control speed of traffic and help access from side roads.

The planning was terribly thought out and there was little understanding about the impact it would have on local residence. The whole thing is total disaster !

That the buildings exceed the minimum standards for onsite parking. I have seen some applications which use industry standard setting, reports from places such as Brisbane. People in Perth simply own more cars, having less available parking in new builds won't influence this. Simply making public transit easier than driving is the only way to change the culture. Which I guess is the whole point of the rezoning precinct.

I like the idea of more inner city living spaces to stop the urban sprawl. If done environmentally then I encourage more of this in the City of South Perth

Three stories and above should be one metre from side boundaries and not create a ugly eyesore that is happening on Canning Hwy Mt Pleasant which has multi storey building next door to the group Townhouses. That is poor planning. New buildings near Canning Bridge and on Canning Hwy and Manning roads should have Double glazing windows to reduce noise levels. Garages should be 5.5 metres from front boundaries so that Vehicles do not protrude onto the footpath and this causes havoc. Many new house in my suburb have garage's only 4 metres from front boundaries. The solution is to allow the building rooms to be 4 metres from front boundaries and the garage should be 5.5 metres so that another car can park on the driveway.

Properties with solar panel systems are not impacted by shadows cat by the new developments. If this cannot be achieved owners should compensated for the loss of the benefit of having solar panels. All new high rise buildings should be required to have roof top solar panels.

Have a balance of residential and commercial (that would benefit residents, ie cafes/restaurants, gyms and other amenities)

Infill is a reality. Hi rise is not bad if well designed. It brings life and energy and prevents fossilisation. We want cafe culture, food, music and s mix of ages and stages. Location is perfect

There should be definite height limits on the buildings which is clearly not being followed on the western side of Canning Bridge.

Please retain olive reserve that has 3 significant olive trees moved from Freeway when widening and realigning the Freeway.

Quality of design is paramount. The developments are going to be dense regardless so should at least be good to look at. Limit car bays in developments because car parking attract more cars and thus traffic.

Do you have any other comments or priorities for public areas, transport and parking in the Canning Bridge Activity Centre area within the City of South Perth?

Some of the bike paths in the area could really use an upgrade. E.g. the switch back/ramp area to get from Canning Bridge down to the cycle path next to the river.

Increased amenity in area such as shops etc.

Olives Grove South is in the CBAC, and CoSP is preparing to spend \$620,000 (2019 budget allocation) on "upgrading", but has not offered an adequately detailed plan of what it intends to do. Olives Grove South should be a proper "gateway park" to CoSP's south western entrance, not a neglected (but expensive) back entrance.

I worry about impact of NIMBYS.

Access to the station by pedestrians and cyclists is difficult and dangerous. Needs improvement as an urgent matter.

It's going to be really essential to have sufficient parking especially for commuters wanting to make connections here to public transport.

Walking to Canning Bridge Station or over Canning Bridge is very difficult for pedestrians. Re-priorities traffic priorities to ensure a sustainable area;

1. People

2. Bikes

3. Public Transport

4. Private Vehicles

Always enforce maximum off-street parking numbers for development sites, including approving developments with no parking whatsoever.

On-street parking should remain short term (say to match the existing 4 hours).

'- Safety issues e.g. lighting, accessible pathways, telephones for emergencies when accessing the Canning Bridge Transport Station and car pick up points.

- Car standing bays when picking up passengers

- Weather protection for passengers waiting for their vehicle pick-ups.

I'm loving catching the bus to Canning Bridge to connect with the train. This is already good. Especially which the buses are synced to meet with the trains and vice versa. I might encourage more suburban parking lots well away from Canning Bridge to connect with very regular eg 5 minutes at peak times and 10-15 minute otherwise small shuttle buses. Eg at the area now used for the Saturday markets in Manning, on manning road where there is masses of parking. It is most important to keep parking well away from the Canning Bridge area, yet too much paid parking is a detraction from using retail and other facilities that may be located there, however good. Parking is very ugly and takes too much space.

We have plenty of parks. This area is near transport it is not the place for open public space but for buildings so people can walk to the train and not have cars

Large car parking facility for train passengers.

Better parking provision for Transperth users

Put all this hideous looking street parking underground or something. It is a damned nuisance for people living in the area.

Lightning that activates night time use and safety. CCTV security.

Improved pedestrian access at the Canning Bridge interchange needed

Public space is essential not only for the residents in the buildings but the general public who walk through. The design needs to provide a safe and peaceful place.

all day and even overnight low cost parking should be readily available to encourage users from nearby suburbs to use the hub for transport and to keep long term vehicle parking off the street. obviously multi-storied parking stations should be an option.

Consider extending the ferry service from South Perth to Canning Bridge area.

Shuttle services to link residents with the train station and proposed bus port

Yes, you need to make Canning Bridge station a mega station. It should be located between Canning & Manning exists and allow cars to loop around the station to drop off and pick up. Buses can also loop around in this area. The way the station is designed is terrible and has been since day one! There is no flow! Pedestrians can't safely cross the road. Car flow is interrupted by buses. Buses making weird turns and not to add the hot summer sun on your face while waiting for a bus. So poorly designed!

Note comments above. Limiting all day parking for those accessing the train station is only one part - street parking by residents due to inadequate provision of car parking within the apartment developments is a far bigger concern.

Ensure local indigenous heritage is acknowledged. Engage spontaneous human interactions through on-street seats, bbqs and water fountains. Encourage security through high volume pedestrian links encouraged by higher density residential living. Embrace vistas and avenues to the amazing Swan River. Street art and illumination of existing mature trees and creation of iconic street signs and lighting to give the area a distinct feel.

Prioritise pedestrians through count-down timers at all intersection in the Canning Bridge activity centre.

Build the new busport next to the Canning Bridge station asap.

Also build a parking station near the busport with easy access to and from Kwinana Freeway south.

There should be no street parking allowed on residential streets that do not have the painted parking areas shown.
Increased accessibility and convenience of the transport hub will increase its usage which will increase the frequency/quality of the services provided.
Apartment buildings need to have parking on site as street parking cannot be an option in this area given how narrow streets can be.
Its all well and good to control on street parking - however some of that is by residents and there is no parking permit in place that allows for residents
Small green public areas to break up the high rise development
Parking will inevitably be an issue. I would prefer to see ample facilities to encourage other modes of transport.
Better lighting, creating safe space for women
Easy access for pedestrians to public transport. Limit crossing main roads at grade. Make public transport access and interchange convenient and then more will use it. Ask "what would they do in Switzerland?"
Inadequate visitor parking for high density new buildings in an area that is already saturated with all day parkers who use Canning Bridge station is completely unacceptable. The overflow into adjoining streets means that residents will have NO parking available for visitors
All residential and business premises must have sufficient parking to meet expected needs, NOT some regulatory minimum that forces a lot of overflow onto residential streets day and night.
Expedite the removal of the bus stop / bus station off the Canning Bridge / Canning highway.
This existing bus station / bus stop is poorly designed and causes heavy traffic congestion. I frequently see motorists use the bridge bus station to drop off passengers on the bridge to enable them to catch public transport.
'- more parking spaces with less restrictions especially near canning bridge station in Como
There needs to be restrictions on parking all day. More open green areas and mature trees need to be planted so that we don't look like a high-rise city. Existing trees must be kept to sustain our current birdlife - especially for families of magpies who have lived in our gardens for many years and are very territorial.
Safer access to the Canning Bridge station, overhead walkway ?
More parking. A multi-storey car park could and should be part of the planning. Discounted ratepayer fees should apply.
Commuters should be provided with secure public parking close to CB train station rather than on street parking. If on street parking is provided, timed and paid parking is essential to avoid cars abusing their stay and parking all day. There is insufficient parking available at the moment. Cars are parking all along Leonora street, some illegally and most park all day contravening the 4 hour limit as there are no public car parks near the train station. There should be public parking similar to Cockburn Central and Murdoch. Parking will be an ever increasing problem if it is not addressed with the advent of further residential development in the Canning Bridge Activity Centre. An underground access from train station to Leonora street would be beneficial rather than climbing up stairs and crossing bus and freeway slip lane along Canning Highway. There is no safe/proper kiss and ride or designated drop off area. This should be built near Leonora street incorporating other residential / commercial developments. There should also be public toilets/change rooms at or near the CB Station. If that is not possible, then this could be provided in a development on Leonora street to allow commuters to park, use public toilets and have access to food/café shops.
Pedestrian access to Canning Bridge station is not good. People have to wait for 3 light crossings when coming from the south side. They are not synchronized and I see lots of people running across when the lights are red, including children.
Need to ensure that any new building have adequate parking for residents and visitors. It is not practical to assume that people have an average 0.75 car. I do not know a single person in the zone aged over 18 who does not have their own car. Average cars on our street is 3 per family with some families having 5 cars.
there needs to be space for passive recreation - walking the dog, taking young children to the park etc
I can envisage the turning onto the major arterial roads from the traffic lights will require resetting with the increased traffic flow.
Private vehicle passenger drop off access to the railway station be improved. Pedestrian access to the railway station and river foreshore be improved.
The traffic lights at canning bridge do not allow for efficient exit from the train / bus station (as a pedestrian). The lights respond to cars first. Could the lights be reconfigured to allow pedestrians easy exit from the station?

Getting from canning hwy to canning bridge on foot on the north side of canning hwy is difficult with a pram and is a much longer trip than necessary. It's also ugly and there's no shelter from the sun, which makes walking across the bridge during summer awful

Separate cycle and pedestrian paths for mutual safety.

Parking for commuters should be considered in the project. Realistically people will drive to canning bridge station and use the train, accommodating them as opposed to inconveniencing residence.

less street parking- or better designed street parking as currently it is not sufficient

Decisions around development guidelines and policies at council level need to consider the timing and impact of any proposed upgrade of the Canning Bridge transport precinct. In particular, allowance needs to be made so that any new developments will not impede on or obstruct these proposed upgrades to occur, irrespective of whether plans for a bus bridge along Cassey Street and over the freeway are short, medium or long term.

Parking is already a considerable issue in the Cassey quarter of the Activity Centre planning zone and further development must take into account the added pressure to local roads and residents that will arise.

It is important that areas of Public Open Space should not be decreased in the Centre area. If necessary, consideration should be given to the reclamation of land from the river close to the Canning Bridge.

Street parking at present is impacting on ratepayers amenity. Verge parking around my property is all taken up during the week. This is a result of persons using the Canning Bridge train station. My street has been turned into a parking lot since the train station arrived. Prior to the train station, there were NEVER any cars parked around my property.

Pick and Drop at the Canning Bridge Train Station.

Light rail to the university (Curtin), or a link between Curtin and UWA and Murdoch.

Canning Bridge is situated at the junction between Curtin, UWA and Murdoch, need to leverage on this, to attract young vibrant youth and university students and young professionals.

Parking will be an issue unless developers can provide extra parking; for example small car parks adjacent to the freeway which would provide overflow parking for the train station and new buildings.

Major concerns about traffic congestion when all the dwellings now being constructed and being proposed, (23 apartment in Robert St, proposed 51 cnr Robert and Henley, plus huge development cnr Leonora and Henley St
Difficult enough to gain access to Canning Highway now, so with the advent of an additional 100 to 200 cars, will be chaotic. Please do not bring out that old phrase that people who move into the area will not have a car.

where is the cafe? what a missed opportunity !! applecross side has such a hub, where south perth has NOTHING. the residents right near the station must get sick and tired of people walking on their grass. paved walkways on both sides are CRITICAL.

Parking is at a premium on the streets as people park all day to catch the train to work. A lot more planning and thought needs to be put into this problem.

Canning Bridge station must be made pedestrian friendly. Nothing has changed since approval of the precinct plan. There is no dedicated pedestrian access, and no public toilets or facilities.

More lighting from to/from the Canning Bridge Rail Station - particularly along Mary Street heading to the rail station.

I'd like to see more cycle paths that are physically separated from roads, preferably that provide more direct pathways for cyclists. Better transport links between canning bridge station and the south perth station precinct/zoo would be good too.

Road design along Robert Street is already hazardous for residents as tree planting and vehicle parking prevents clear vision along street prior to pulling out of driveway and needs review before further developments are approved

More Public Transport available.

Better buses (more frequent).

The residential area further out (>500 m) away from Canning Bridge station is not well serviced by buses and this could be improved. The council should also ensure that the traffic flow is maintained once the area is servicing a larger population as it would be easy for this area to become a large bottleneck trafficwise.

A footbridge(overpass) to the train station is a must! The amount of people I see almost get run over is ridiculous! I had to grab a school kids back pack to stop him walking into traffic.

There should be a dedicated car park for Canning Bridge station users as is the case with other train stations.

I believe scant regard is being paid to issues regarding increased residents car parking and the streetscape which tends to deteriorate. Example is the scant regard for congestion in smaller streets such as Lockhart St.

Upgrade the canning bridge station bus stop
Better access for pedestrians

Make the area MUCH more pedestrian & cycle friendly. The access from surround suburbs into Canning Bridge Station is very tedious & dangerous. Just look at the levels of pedestrian non-compliance each morning. Move the footpath on the Northern Side of Canning Highway between Cassey St & Leonora St away from immediately adjacent to Canning Highway to be closer to the fence boundaries - it feels so dangerous & uncomfortable be so close to heavy transport using this road.

Enhance open spaces

Facilitate better all options to utilise all transport options

Better footpaths and no parking in cycle paths. NO paid parking. 4 hr parking on weekdays is fine to discourage commuter parking but allow residents and visitor parking

- a) Integrated cycle ways and cycle pedestrian tunnels everywhere - like Copenhagen's cycle ways with curbs separating cars and cycles. Traffic lights with Pedestrian, CYCLE and car red and green lights. Every corner having a cyclist mini circle meaning cyclists don't have to make any right hand turns in the middle of traffic.
- b) Current Good bus services maintained or improved
- c) Current small inefficient train and bus stations be redeveloped. The Murdoch or Whitford model is much better and is less of a traffic problem than the Canning Bridge Train and bus Station. Currently little room for bus drop off, no car drop off access.
- d) New Manning south onto freeway lane entrance may help a bit

On road parking is a MAJOR concern, it is ALREADY an issue. Sufficient parking must be created within these developments; narrow streets in this area already have issues with people parking, either residents or people leaving vehicles and then commuting on public transport.

Parking on each site

Good transport , like mini bus connecting to the trains

There is no drop off zone for people who get a lift to the station.

Public transport is very good but becomes much more limited at night - it is infrequent.

If on-street parking becomes time restricted exemptions should be given for visitors of residents.

Better lighting around Canning Bridge train station and an overpass/underpass to make access to the station safer. This will encourage more use of the bus/train facilities.

Pedestrian bridges over Canning Highway to the Canning Bridge train station.

Current construction of the Manning Road off ramp to travel south on the Kwinana Freeway will eliminate the current looping of traffic. Plans to improve access to the Canning Bridge train station and bus interchange with new bridges etc would make it easier for people to use public transport more often.

Currently, Transperth is spending \$1.25 m on a campaign to urge people to use public transport. Yet its known that the main motivator for 70% of people is limited and expensive parking.

No parking fees - just time limits e.g. 3 or 4 hours.

Beautiful gardens/trees planted along pedestrians pathways.

Security/safety for pedestrians - effective lighting, CCTV high resolution cameras throughout the precinct.

Of course everyone has complained for a long time about lack of parking and car pick up/drop off points at Canning Bridge station. the public has now grown used to it and adapted. It does not make sense to me to now consider building a big car park. More sense to me, particularly in the long term as Perth will have tremendous growth is long-term planning about public transport, pedestrian and bicycle access

A good start would be to place more street lights particularly on the paths leading to and from the train station as they are generally very dark to walk at night. It discourages people from using them at night.

Residents should have a permit that allows them to park for unlimited time outside their homes - even one per household would be an option - especially considering the smaller land areas for homes and lack of parking for the Canning Bridge train station. Moving your own vehicle every 4 hours outside your home you are paying rates on is unfair to residents. North Bridge has a permit policy that works well

no dates set for when extra bridge is to be built at canning bridge to alleviate traffic
no dates set to increase traffic lanes along canning hwy as planned in CBACP. we are already seeing increased traffic which will further be impacted by these new developments being built but there is no increase in infrastructure to cope with this yet.

Pedestrian bridge to link lockhart st to mt henry tavern area (over manning road) as this road is dangerous to cross on foot and by bike.

Pedestrian lights at corner of canning hwy (where you turn left to enter freeway south) and to access the train station are not in sync, making people prop in the island between 2 busy roads. There are presently 2 sets of pedestrian lights to cross this road system. Either make walkway further down or put in pedestrian crossover above road or sync the lights so people can cross safely in one transaction. With increased dwellings and more commuters in the foreseeable future to have over 10 people stuck in the island intersection will become dangerous and unmanageable

Traffic congestion

maybe more parking available close to train station. there is none atm. Unlike Cockburn, they have plenty.

I'm glad I'm now made aware of this and look forward to the changes that are coming. It is great to see the City of South Perth committed to always being improving and being innovative with the times.

I think there is already brilliant public transport connections in the area to most of the main hubs in Perth.

Stop high rises in between houses! Better planning for high rises, start with high rises on major roads.

More parking available for the Canning Bridge train station

Connect marsh ave which seems to be a busy bus route to the train station . More people would use it if it was convenient- catching the 31 bus route and then the 100 to the station is very inconvenient , especially if you have children to drop off before work .

Green areas within the proposed plan would add appeal and aid the environment.

You need to get this right your you basically clogg entry to the city even more than is already experienced. I don't think there is the right level of concern about roads. Your survey even neglects the questions on it. Please put your heads down on this one.

Public transport can't be the only option - it needs to connect people to where they need to get to.

Address the current pedestrian hazard in crossing from Como to the Canning Bridge Station (where cars do such a long turn onto the freeway on-ramp that they could hit someone crossing the road to a green man). The whole intersection is very pedestrian un-friendly, and could use some trees.

It would be good to improve accessibility of the bus and train station for cyclists. The bike parking is always packed.

Always seems a bit dangerous for pedestrians crossing around Canning bridge. Need some more bollards and longer crossing times. Reduced speed limits could be beneficial.

The road network around Canning Bridge train station is a mess. I appreciate this has been recognised and it is not an easy or cheap fix. However long-term development should include improving the road infrastructure.

I would like to see 'on site' adequate parking only. I would also like lots of garden areas including the plazas of public buildings. McDougall Park should always be maintained in its present state for the free use of the public. The precinct should be an area where people like to visit and stroll through, well lit at night and pleasant areas to meet friends and enjoy a relaxing coffee or meal. Also an upriver ferry service would enhance the freeway/railway area. I would also like to see public transport available to connect Manning road west to the Carousel /cannington area.

Increased frequency of 910 bus on Canning Highway. Since introduction this bus is highly irregular and infrequent and does not follow the timetable at all especially early in the morning.

Allocate Olive Tree reserve toilet facilities if possible, this highly popular children's play area and dog park is fantastic apart from the lack of public toilets. Paid parking could pay for this (along Melville parade)

Decrease the speed along the whole of Canning Highway in this area and introduce paid parking so that shops and restaurants can be more easily accessed (and not go out of business every six months) Pedestrian walkway over the highway at convenient points for safer access. More restaurants and bars in the area.

To link manning to the train station/freeway via improved cycle/pedestrian pathways. And also improve parking at the canning bridge train station.

public transport should be encouraged

I went to the City consultation on Thursday evening. I asked about the new access from Manning Road to the Freeway. From the Freeway? That is Main Roads ! "Nothing to do with us". This is tied up with the proposed moving of the buses from the most convenient bus train interchange you could have. Get the buses out of the way to make way for cars. Really, this is 1960's stuff. Surely, to "ease" congestion on the bridge, build an off-ramp at Manning Road as well. The buses doing a U turn at the bridge was quoted as causing congestion. What? Save the money relocating the buses and build that off ramp from the Freeway to Manning Road. This does impact on the City, Main Roads or not. Then you avoid all the protest which is going to come from Cassey Street about buses running up and down. It was unclear what the buses ex the Freeway from Perth would do.

Increased density is leading to increased on street parking, and that is a growing problem in the area, particularly on narrower streets.
Limiting all day parking is not working for those in a 9-5 job when we are trying to encourage public transport!
It needs to feel safe, be well lit. A safe and protected pick up/waiting place, similar to Canning Bridge Library, but on Como side, would be great. There needs to be all day parking made available for Canning Bridge transport hub.
It is not feasible as it is currently that commuters of train are parking outside residential houses. If an 80 unit apartment comes in there is no way there can be parking on the street . There need to be a solution for park and ride or more frequent bus services towards the train station
I own a property in this area with a single garage, I need to park on the street with my other car, please keep parking available to residents of nearby streets (my property is on Manning Rd so I need to park on a side street).
As noted all developers should be required to provide off street parking for residents and for visitors in multi storey buildings. Most streets are already "over-parked" 24/7 and the issue will simply be exacerbated once more multi-storey buildings go up. Build a car park on Canning Bride station / Freeway, just like almost all other station in Perth from Mandurah to Joondulup, Stop building High rise apartments with the excuse of public transport.
It would be great if there was a bus lane that didnt block traffic. I am constantly stuck behind buses going from Applecross to Como, when they stop at the canning bridge. I dont know how to fix it but surely there is a way.
How are you going to stop the visitors from the numerous apartments in the high rise next door taking all the on street parking? Invest in the City's streets, taking advantage of their potential as meaningful 3rd space for the community, rather than just as movers of traffic.
Public transport is very good. Wider footpaths that can be dual-use would be beneficial.
Good river access for bikes/pedestrians from many areas with the zone Better maintenance of the park - the algae bloom has been horrendous in the last few years Increase the amount of trees in the area Fix the terrible on-ramp and curve at the end of Manning Road
Parking is at premium at moment especially around the train station so need explaining how the increased density will overcome or further aggravate the current situation.
So long as increasing control doesn't result in parking meters. Get the rangers out there doing the rounds and issuing fines.
Would like a large shopping centre (Woolworths) near Mt Henry Tavern area. South Perth does not have a large shopping complex anywhere in its boundaries and we have to go to other suburbs. Also South Perth lacks a large Water complex for swimming and health issues.
Verge parking is destroying street verges and some look like third world slums. The formula for calculating parking bays in new high rise developments needs to take into account multiple vehicle ownership ie 2 persosd per bedroom each with a car equates to 6 parking bays for a three bedroom property. All new parking bays in streets and in high rise developments should have electric car charging facilities installed as this will be a necessity in the future and we have to start installing them everywhere now to encourage transition to electric vehicles. One charging position in each building is totally useless.
Under/overpasses that do not require crossing intersections / traffic lights could improve pedestrian safety, and reduce any traffic disruption in busy times Ferry please
Although more of an issue for the Department of Main Roads, the major problem at Canning Bridge is congestion on the bridge caused by the lack of a suitable off ramp at Manning Road which obliges motorists travelling north on the Freeway to 'double back' over Canning Bridge. In addition, the off ramp is extremely dangerous, forcing motorists entering Canning Highway to merge to enter the appropriate lanes, depending on whether they are travelling in an east or west direction. In addition the current pedestrian crosswalk on the bridge is inadequate and encourages pedestrians to cross between the traffic lights often causing a risk to themselves and motorists.
Keep commercial activities on the existing Applecross side. Retain South perth with low rise affordable housing with select convenience shops. Not exclusive
Traffic at peak times is already congested, how is this going to be managed with a significant increase to residential population in the area?
Encourage more public spaces through street upgrades that are people focused instead of road upgrades focused on cars. Mandate mature tree planting on development sites and on the street.

Do you have any other comments or priorities relating to the environment and sustainability in the Canning Bridge Activity Centre area within the City of South Perth?

CoSP, please get a move on. At present, urban renewal has barely started on CoSP's side of the CBAC. There is a grand opportunity for CoSP to become the parks and gardens provider (practise your "green and leafy" ideals) for the CBAC, given that City of Melville has almost nothing to offer on its side.

The 5 star green star requirement is not viable and increases costs of apartments.
Reduce to 4 star as per most other precincts.
This is stopping development in a hard market environment.

It would be good to see the latest eco-techniques used for buildings, and the creation of an environment that doesn't date but is both high and low rise with desirable open spaces.

Offer development bonus for sustainable building features (end-of trip facilities, no off-street parking, solar, water retention, tree preservation, etc.)

'-To maintain a viable height density of buildings to limit the viewing obstruction of the river and any potential degradation of the river.

- To create a Plan that seeks to officially limit and manage the density of people and cars in order to avoid a population explosion that will change the current calm and peaceful environment that Manning/South Perth currently enjoy.

There are many possibilities. Eg solar windows and glazingz. Commuting to zero waste and zero emissions development only. Maintain the current proportion of green space to development already in the area. Make sure any land developments cannot build to the edge of their block. Make sure at least 30% of any block or development is retained for green space. Really make developers work hard on this. It is possible to do this in a very sensitive way.

Traffic noise pollution would be a problem.

NOx emissions and particulates need to be considered for commuters

Maintaining a cool green environment with lots of vegetation and shade

Buildings increase residential density to reduce urban sprawl, based on a planned complimentary population modelling. This should be a balance and not maximising density at all costs. Current infrastructure, public transport, services, amenities, public open green spaces, schools etc and diversity of housing types need to all be considered

Important that planning considers the long term future just not short term. With our current level of knowledge what would residents think of the buildings in 100 years time. In my mind that process was not a consideration when the Kwinana Freeway was built along the Sth Perth/Como foreshore.

Unfortunately freeway noise is an issue in the area and dampening methods should be included. Not only to the residential areas east of the freeway but also to shield and encourage usage of the foreshore areas west of the freeway.

Como is a leafy suburb and trees should be maintained and encouraged wherever possible

The shrinking of block sizes has already impacted on the number of mature trees in the area. Zoning changes that now allow for apartment blocks that occupy an entire 1/4 acre site will result in no trees being left of the property. Trees left along verges does not replace the loss of amenity caused by row upon row of apartments.

Improve recycling bin options.

Expedite planning for replacement Canning Bridge

The amenability of the area should not be compromised by excessive and accelerated maximization of density.

It is important that trees be protected as much as possible.

I think the council needs to seriously address their choice of trees in this area - for 6-9 months of the year, I would clean up 2/3 to 3/4 of a large wheelie bin of leaves from the Queensland Box tree in my front yard - the emissions from composting is counter productive to actually benefiting the environment. The front lawn is actually unusable due to this tree. Why don't we have a Western Australian native non deciduous tree as the tree of choice.

I strongly agree that we need to reduce urban sprawl and start building smart, medium to high density communities closer to the CBD. This in turn will increase activity creating secure and amenity rich areas. I think it is an exciting opportunity for the City of South Perth.

It is absurd to turn well established residential homes, streets and localities into a suburban SLUM of high rise buildings

the last item above (facilities that encourage use of public transport) has been interpreted in Melbourne and Sydney as permission to allow development with insufficient car bays for residents. This increases problems with onstreet parking and general traffic management in these suburbs. I am sure you will not widen the streets to allow for the additional parked cars.

Even though we are property owners in this area, we do realise the importance of creating housing in the inner city areas and development is crucial in moving forward. We are however naturally concerned as to how this affects our property value.

If possible we should have incentives for developments to happen on vacant land rather than demolish perfectly functional dwellings.

A smart plan will work and be sustainable. The initial plan was for 800m, then went to 1km.
If you looked at a maximum of 500m then that may work but no further. This changing of numbers again makes you look unprofessional.

Having indicated maximising residential density consideration needs to be given to the provision of residential outdoor space eg balcony and rooftop vegetation and shade and public open space eg parkland and river access.

More pedestrian / cycle friendly if possible.

I would like to see facilities which encourage children to learn about and become involved in caring for the environment

I have seen many established trees chopped down in the area for development & this is appalling.

Not too many high rises. That is definitely one of the worst things happening on the other side of Canning Bridge in Applecross.

The management and protection to the fullest extent of the existing limited park and public spaces bounded by the freeway to the West and Canning Highway to the East. A prime example of such a park would include Olives Reserve.

Use of the words 'Sustainability' and 'Vision' in relevant reports is often inappropriate.

Making building fit around existing trees, is not practical for good building design. Make provision for developers to plant new trees to replace removed ones. They grow into large ones within a few years, and provide a much more pleasant streetscape. It also gives the community a chance to get the streetscape nicer. Avoid the one tree style fits all.

Traffic Infrastructure is of a greatest concern, especially traffic management, congestion, parking, pick up and drop facility to the Train Station.

Especially there are a number high rise building developments, and proximity to freeway, the traffic management needs to be planned carefully to mitigate the congestion, and air pollution from the traffic.

I am interested to see how the plan will pan out as the area has always been a bit of dead zone.

Retain as much of verge as possible.

Keep as much green as possible.

Use of cycle paths and public transport is a priority.

If the intention is to have higher density housing, then can the Council please make sure that residents do not leave their wheelie bins in sight of the road.

Reduction of parking minimums - being so close to the station, personal vehicle ownership should be discouraged. Would like to see trees retained where possible

Awareness that the plan will increase the car and vehicle congestion in the area.

More Public Transport available.

Trees and greenery are a huge part of Como/Manning etc and a reason why residents buy in this area. Established trees and canopied streets are highly desired in the area.

Encourage cycling and public modes of transport over cars. There is insufficient secure parking racks for bicycles. Current parking spots are also too tight for commuter bicycles with baskets

Rooftop gardens should not equate to ground level gardens as they limit the planting of large trees and do not provide the same visual amenity to the neighborhood.

There must be due regard to the character of the community and street.

Ensure a good tree canopy to reduce the heat island effect. With higher density buildings, tree canopy will be lost so find a way to mitigate this. Ensure new buildings have good access to outdoor facilities, eg shared or rooftop garden. Consider biophilic or biodiversity sensitive urban design principles.

This is a beautiful area close to transport, the city. The amenity of this area needs to be maintained. It should not become an area for cheap student housing. Student housing should be built closer to Curtin and Murdoch Universities

Traffic, parking and congestion is already a problem - don't add to it

Encourage smart water wise gardens and renewable resources such as solar panels etc.

Footbridges and cycle paths are developed over main roads to increase cyclist and pedestrian transport routes.

The multistorey single-banked typology assumes the linear arrangement of rooms at one side of an elongated corridor, while the double-banked typology has rooms at both sides. The courtyard type has a square layout with an interior open courtyard whereas in the atrium typology the courtyard is covered by a roof.

Double banked design is the worst for natural cross ventilation in apartments.

Example: Generally the apartments are "single banked" with an open covered walkway to the rear (south) of the apartments which will provide cross ventilation and natural light to all areas of the apartments. This is a requirement of Design WA which encourages design excellence for residential developments (natural cross ventilation in minimum of 60% of apartments).

Requirement for 5 Star Green Building Code standard of sustainability should be retained and 6 for bonus height (even though higher than in the Melville side of the CBACP area).

The bonus height caps should also be retained.

Look to the City of Melville's review of the CBACP currently underway: Von Bismarck:

"Only a fool learns from his own mistakes. The wise man learns from the mistakes of others."

Existing large trees on 'public' property should be maintained -> not essential on land for development - rather the developer required to plant a new tree for every large tree removed.

Improve the area of Swan River foreshore (Canning Bridge -> to Como Scouts). With good planning, this could become the jewel of the precinct, attracting visitors on day trips for picnic, bbq, playground, walking, swimming?, relaxation area, shopping/using businesses coming to the area. There must be much better access to the river foreshore.

Naturally I would hope the CoSP can find through a bid & tender process to choose contractor who do all the above: retain as many existing large trees as possible, minimize waste & rubbish, build new structures with high enviro ratings, and also provide facilities for bicycles, showers, change rooms

New development should not negatively impact on the wetland located within the Neil McDougall Park. This should lead to the previous development controls, such as higher R-code density coding, and lower height limits being placed on the lots directly abutting the park (and perhaps one block back), while higher density and height limits can occur along Canning Highway (which happens to be closer to the train station).

I realise it can be difficult to accommodate, but it would be fantastic if older/fully grown trees can be incorporated into the designs of the new buildings rather than ripped out on a whim.

Separate walk ways to cycle paths - especially along the river - this area is very dangerous for pedestrians with cyclists riding at great speed between Canning Bridge and the CBD

Buildings with fewer 1 and 2 bedrooms, so decreasing density in 10 storey buildings, to encourage use by families (ie more 3 bedrooms.) Residential streets with families want families to move here, not single professionals or university students.

Better transport options

More tree. when I walk back from train station to room. along Canning Hwy is very hot, not shadow from tree. like desert.

With more projects, there needs to be a balance with sustainability and the impact it has on the environment. Certainly we do not want to be living in a City that lack even the simple fresh air that we breathe!

Until WA has a better transport system expect every household to have a car..... we are not Sydney or London, it's silly to think but adding facilities to the buildings that it will reduce traffic/change behaviour/diving's/pollution etc, people need to get away from home & WA isn't very accommodating other than a city work commute by train

I don't think the take up for public transport and cycling is will be too great for sometime. However over time this will definitely increase and these facilities will be a selling feature. The possible risk in the short term is that developers may have trouble selling apartments with these features, with buyers seeing the strata fees to support these features a waste of money.

Limit on the number of apartment buildings being built
More rubbish bins , more direct bus routes to to the train station.
Same comment as above, green areas are vital to the environment, provide sanctuary areas for those stuck in high rise apartments, play areas for children, etc, etc. And make areas more attractive.
Energy efficient, high density housing in this area would obviously benefit the environment - especially if the housing is located close to public transport and new residents are encouraged to use public transport.
Water way damage should be kept to a minimum
Future development includes more greenery and trees (- I'm not sure there are many existing trees to retain?), and more shade to mitigate urban heat.
I don't care if buildings are tall. I just want maximised green space.
The investment into MacDougall Park is excellent. That investment is rewarded by the number of people using the park at weekends.
I am interested in solar power systems and would like to know more about the feasibility of communal solar power generation etc. and battery storage.
Continue to plant more trees and look after existing trees, give incentives to people who recycle. A bottle/can recycling facility. Improved pathways to encourage walking. Ensure that utility companies address the damage they cause when digging up our verges...
The open spaces in city of south perth suburbs are what draws people to these suburbs please try to preserve these & the large trees.
retain all wet and parklands areas if possible
As written above, I think the density across the whole area (CoSP) should be increased slightly, rather than a dramatic increase in a localised area (CBAC). New residences should be built with sufficient space allocated to off street car parking for 2 cars/house as a minimum. Common sense should prevail with street trees in areas where they obscure views of the river. A key selling point of the suburb is its locality and residences are more attractive if they have a view of the river. In those particular locales within the city limits, trees selected for kerbside planting should be height limited (e.g. 10 feet) species. That way the city can stay green (which is great) AND benefit from river views.
My worry is that we are trying to encourage public transport but people need to get to the train station and bus and be able to park their cars. More parking areas are needed in this area to encourage this. Many friends have said to me that they would take the train to the city but have nowhere near the train station to park.
We are seeing many trees chopped down as a result of demolition to build new apartments. There needs to be more regulations about this.
There is not enough parking in the area at the moment & commuters are parking in spots reserved for nursing homes /parking in places generally provided for visitors to McDougall park etc. All new buildings must provide enough off street parking for residents & visitors - plus business parking is needed. Not everyone can walk to the railway station.
While agreeing with the need for public transport, walking and cycling transport etc in the last dot point above, this should not be at the expense of provision of appropriate car parking.
Create a solar power charging stations for future electric cars in a carpark over the freeway
What about the noise pollution from the large number of people that are going to be living in these high rise apartment buildings?
High-density buildings will inevitably increase traffic, and already our freeways and arterial roads are over-congested. Local streets around Canning Bridge Station are heavily used for parking by train commuters due to the lack of parking bays at the station.
Need assurance that existing verge greenery ie trees and lawns will be retained and roads not widened to cope with increases population density.
The significant rate revenue sourced from new development should be invested in the areas affected. Street tree planting should be of the highest priority.

Do you have any other comments you'd like to make about the Canning Bridge Activity Centre Plan or area?

I strongly support the plan in its current form and believe so far the plan is working as intended to attract high quality development and investment to the Como area.

I just hope that the CoSP does not back flip or concede ground to a vocal minority (typically old people who don't live in the area and only serve to counteract common sense planning). What has happened in the South Perth Station Activity Centre from a CoSP planning perspective is an absolute disgrace and I hope you guys have learned from the process.

Why does this survey not mention road traffic management? It is a vital part of planning. Parking, cycling and pedestrian paths are vital, but so is management of road networks for vehicles.

Keeping people informed is always a good idea. Have you thought of doing some sort of local involvement with the schools in the area to see what sort of environment young people would like to live in? This would show a high level of commitment toward involving the community and may score you lot a few brownie points along the way.

The wasteland to the north of the Station, between the Freeway and the River, up to the Cale St footbridge, could be an opportunity for CoSP to propose to the State Government a "takeover", in which CoSP would become the "gardener" charged with managing and enhancing the area, to complement CoSP's good work with Olives Grove North and (potentially) with Olives Grove South.

Our location is ideal for urban consolidation and intensification.

We are still avoiding the river interface. In my opinion we need things to happen along the river bank just north of the bridge....promenade, cafes, bars...this could be amazing for the precinct....take the blinkers off and give us a broader vision. (just saying...)

Proactively promote development in the area, and fund public transport integration improvement. At this stage all the high quality developments are occurring in Melville. South Perth is being left behind.

I was raised in South Perth, went to school in South Perth and have lived in Manning for approximately 35 years. I believe South Perth/Manning is a jewel of a place to live. I understand the need for progress, but that does not need to be at the expense of the environment, and the peace and comfortability of the population.

I would like to see more shuttle buses. Keep parking away. Make any development really beautiful. Respect the river.

Make density a priority in this area. Our urban sprawl is ridiculous. Go to other cities in the world and the hubs are around train stations. Here people have to drive to them. Ridiculous.

Stop any further activity. Tidy it up and return yo building nice one storey homes.

Infrastructure will be difficult to meet the proposed massive expansion being proposed by a misguided council tearing up the legacy of a wonderful suburb via overzealous and unwise expansion plans in spite of the impact on local residents. Wake up! Grow up? Consider sustainability as a core feature of everything you do.

The plan should include to new freeway south access from Manning Road.

People before profit

Please don't just cater for the wealthy citizens. Inclusion of the uni students near by.

To date, the council has been very shortsighted in its planning of this development. 21 units over 5 levels on 1012 sqm of land, with no consideration to adequate/realistic parking or the amenity of existing residences highlights that the council is only interesting in increasing the number of ratepayers and revenue rather than looking after long-term residents.

I am not against increasing the density of the area but please do it with forethought and with a realistic view of what the impacts will be. For example, the development proposed for Clydesdale street immediately behind my property utilises a 4 car stacker system with one way access off Clydesdale St and then exit into the existing right of way to Davilak. The lane way is currently used y residents to both enter and exit the rear of our properties. Usage is not high and very rarely do you encounter a vehicle coming in the opposite direction, forcing you to reverse. If the apartment block is built, there will be increased traffic from residents exiting to Davilak Street - the laneway is not wide enough for 2 way traffic, even it you do seal it. Also, given the car stacking option, there is a very high probability that residents will not wait to park in the stacker, especially if they are only home for a few hours, and will endeavour to park either on the street or in the laneway. I envisage many issues resulting in accesses into the laneway being blocked. Similar issues were experienced in the laneways nearer to Mt Henry estate from the 1970's when densities were increased due to the building of villas and many times my parents were obstructed from exiting the rear laneway of their Edgecumbe St property.

Enjoy the mixed-used nature and aspirations of the area which will allow people to live and work in the area. The area South of Paterson street should be 6 storeys to allow maximum views of the river, this is appropriate given the proximity to this area.

As a resident of the area, I'd like my opinions heard.

More time and consultations need to be done with the local residents. Some of the plans for the new apartment buildings seem to not fit into the character of the neighbourhood. With so many apartments coming, would there be an issue of oversupply of apartments?

I reside (own a property) in a cul-de-sac street that is within the precinct - house and as the older houses come up for sale, consistent with the street is to put 2 or at most three units on the old 1000m2 block - to say these can now only be developed as multi story dwellings which will lead to significant aesthetic impact to surrounding properties as well as impacts in terms of parking and street access and values of surrounding properties. This is a street where most properties, if not all are in the \$1M plus range and you want to put 15-20 units in the street - all we will ultimately do is attempt to sell up and to get out of this neighbourhood. Literally three houses away on the other side of Cale street - they are permitted to split the same block into 3 green title blocks, yet we are forced to endure a specific type of development here.

I believe that it should essentially remain unchanged. It took many years to create and has been through rigorous review prior to being gazetted. The focus should be on good design with some consideration of the new Design WA guidelines. Encourage good, socially responsible development and let the City grow and prosper.

Walk over bridges to avoid cyclists and pedestrians waiting at traffic lights.
Wider bike paths separate from footpaths. More parking near Canning Bridge station.

What is the time scale?

The disastrous current Multi Story plans are destroying the lifestyles and real estate values of every homeowner that is positioned behind Roberts Road.

I would like the City to proactively assist existing residential property owners to cooperate and plan to package adjoining properties for sale as a package for development. That should be flexible enough to allow cooperation between green-title, strata-title and survey-strata holdings.

Don't allow developers to build over sized large bulk buildings direct along side residential houses / properties, without sufficient boundary setbacks and clearances and consideration given for extent of overshadowing over residential houses.

I saw a diagram of what Como would look like if all of the existing blocks were built to their current re-zoning. It was heartbreaking. It looked more high rise than the CBD.
developers are clearly starting by picking off large single dwelling blocks with old homes. This will have a very negative impact on neighbouring property values and residents.
Crane noise is audible early in the morning and all weekend. When there are several developments being built at once this will increase dramatically -as will competition for tradie parking.

I believe there should be development near the train and bus station that will encourage commuters to park their cars and use public transport. The development could be a mix of underground public parking with underground access to the train station, public toilets, cafés, food outlets, small supermarket, residential ultra high rise development above mixed with some commercial/food activity on the ground floor. The street scape should be greatly improve to encourage pedestrians and commuters to enjoy the facilities and use public transport.
Leonora street closest to the train station should be focused on delivering the above outcomes due to its unique location and the fact it is the starting point from the CB Train station.

I am confused as to how the Manning Rd Freeway South on ramp fits with the plan. The Mount Henry Quarter is included as an area for increased density, presumably because it is in close proximity to the train station but the on ramp looks like it will divide north and south sides of Manning road in terms of pedestrian access. If density must increase in this area why not fund the on ramp, or the plan, to properly consider pedestrian paths?

Across the road from us is a proposed 5 storey plus underground car park building- and the zone is 4 stories. So the Plan limits it to 4 stories but technically they are having 6 stories due to a mezzanine floor and underground parking. 21 residents are being squeezed onto one block of land. I'm all for development but lets not lose the beauty of this area- we want families and we want classy buildings. We don't want the roads filled with cars that have no where to park, washing hanging on balconies etc,

Living at the cup de sac end of Davilak st come, our concerns are the following.
 Davilak curled sac be redesigned/narrowed to stop kiss and ride. Noting that that includes making sure people don't just use different driveways just around the corner in Robert st.
 To this end, perhaps if the cult de sac is developed, then the road could be narrowed, and used as part of new developments. Also walk/cycle path at th end of davilak curl de sac could be closed.
 Quite often after the late night Friday, and Saturday trains there are noisy people walking up the street. Closing this walkway would disperse people better.
 Whatever building is on the corner of Robert st, and wooltana st has residents, that are the cause of noise, bad behaviour and occasional conflict which is unwanted. Maybe we could do something about that also in the planning.

Do not make the area larger, restrict these apartments to the area of residential como you have already wrecked (should be limited to along canning hwy only). Compensate current residents by significantly improving amenities, get some nice cafes and parks/playgrounds etc to help improve the value of there houses

I saw a document in which [Name] stated. Just approve them all and we will look after the infrastructure later. What a visionary, cannot wait for his time to be up and hope he does not get back in.

Make sure ample parking is available at these sites to stop the congestion on Davilak, Robert and surrounding streets due to the train station.
 The city needs to work out a strategy to enable multi story parking bays be built for the train station. This may also stop the break-ins and unwelcome loiterers.

My wife and I are excited about the potential of this plan, if executed well, to transform this precinct into a vibrant high amenity residential area with easy access to the CBD.

I hope that the developments don't cause difficulty for not-for-profit and locally owned small businesses

Run a tram from Canning Bridge to the Causeway and get the busses off the road.

It would be good to have more life around the area. Not just residential but commercial (as mentioned above).

There is a lack of clarity from state planners around the timing of major components driving the Activity Centre Plan - namely the transport hub. There has been talk and plans flagged around increasing the bus station capacity, including the construction of a new bus port in the area bounded by the Canning River to the West and the freeway to the East. If the principle behind the plan is to increase density in areas with strong public transport links, then residents/ratepayers deserve to know whether the associated infrastructure upgrades will take place before high density development commences, or after new high rise buildings have already been built. This is to provide certainty and stability for residents in making decisions about their own circumstances including whether to move out of the area and the impact these plans will have on house prices.

I'm not a fan. I don't think it has positively contributed to the character of the city of South Perth.

The very negative impacts of large increases in population on the Canning Bridge area bottleneck should be seriously addressed and not downplayed.

Encourage buildings that are new ideas and cater to the local population.

With a number of high rise building developments at the CBACP (and surrounding area in Applecross and Mt. Pleasant), congestion for the traffic from and into the freeway, traffic management around the Canning Bridge must be addressed.

At the moment CBACP area experiencing traffic the bottleneck along Canning Highway especially during rush hour (up to a few km along Canning Highway stretching to Alfred Cove westward, and to South Street Eastward every morning). Infrastructure to mitigate this congestion must be planned and implemented.

I heard there was to be a cafe strip on Melville Parade, next to the Canning Bridge. I think this would be a very good idea. I feel there should be some sort of gathering or facility to increase community connectedness in this area, such as a coffee shop.

I will check the website periodically. Good luck

A walkway over to the Station would be beneficial.

the time to cross the lights is too long. please consider an underpass/overpass to ensure save passage to the station.

The impact on local residents, either within the black dotted lines or just outside, is still of concern. The parking of cars on a whole day basis is impacting on the streets such as Leonora and Mary and it becomes difficult to even drive through the suburb.

Pedestrian access and walkability needs to be improved throughout the precinct area.

There should be a reasonable height limit applied to apartment block proposals, to prevent the problems occurring with developers' proposals in the Mends St area.

Please be transparent when dealing with residents and reduce the "motherhood" statements.

For me, density to enable the greatest number of people access to live in this perfectly located area is important. Ensuring affordability is key to ensure a young demographic is being retained in the area - the people who will be commuting daily via the station and will contribute to a community feel.

More Public Transport available.

I am not a NIMBY... i promote development, however this needs to come without detrimental impact on the surrounds. This can be done with strict landscaping rules and promoting activate streets. Public art is also highly supported.

With the current plans, I hope that the council will keep in mind to retain the local community culture of Manning and South Como and not turn it into another faceless commercial complex like Westfield Shopping malls. I have nothing against malls but one of the main attraction for residents to Como is the village-feel and the local community culture.

"Having a say" is pointless; my comments make no difference. The plan and "vision" is all about money and greed. It forces current residents to reluctantly leave their homes because they don't wish to live in high density, crowded areas which encourages more crime.

It's impact in its current form has had a negative impact on us and our neighbors with many looking at leaving a suburb they have been very happy to live in until now. This is due to the ridiculous size and bulk of the approved developments when smaller scale infill would have met the State Government's density requirements.

The CBACP lists transition and regard for residents amenities and infrastructure as an important objective. I believe more effort to verbalize this objective is to timely for this review.

We believe in maintenance the high standard of living that we have today for our grandchildren/ the next generation. We are aware that it can not be achieved if we do not start now by supporting future development that is being done correctly with a vision to reduce urban sprawl (inefficient living), sensitive to the environment and taking sustainability issue seriously.

We live in Como and also own an investment property here. Our addresses are 157 & 158 Lockhart Street. Currently these two properties are in a zone proposed 4 storey (together with 6 other properties, facing each other). Both our immediate neighbours in Lockhart street 159 & 160 are classified as Residential up to 8 storey zone and up to 10 Storeys across Wootana Street. And the multi storey behind will also be higher.

We do not understand why these 8 properties have been zoned for 4 stories when all the other around us are zoned 8 stories. We like to take this opportunity to request that our classification be changed to 8 stories so in the future our properties do not get sandwiched between much higher buildings for the following reasons:

1. Dwarfed by the building around us
2. Comments I get all round were agast at the possibility of being caught up in what is described as a dead zone in terms of air movement as winds will cascade over us, being surrounded by higher buildings.
3. We can not see any benefit in having a reduced height of just these 8 properties, to be in keeping with the council intention to develop a higher density precinct, there should be equivalent height of these properties in keeping with its neighbours.
4. Problems of overshadowing
5. Aesthetically odd.

We also like to take this opportunity to voice our concerns for the following:

- We think a huge problem with the total concept is that the current plan does not take advantage of the undulating nature of the land. As it is the roads are parallel. Allowing 10 stories on Robert St and lower behind will create a giant block effect; will give a ghetto effect over the long term; limit the benefit of the Fremantle doctor and only those on Robert St enjoying views.

- The proposed use of stack parking in buildings.

We cannot foresee its use for Australian conditions. Australians use larger vehicles/SUVs and therefore not conducive for this kind of parking. It will result in increased use of verge parking. In any case I can foresee people giving up on the idea of constantly having to move another car to use the stacked bay.

- Community facilities. Playgrounds and parks are already heavily used. Are there any plans in this area. The City of South Perth does not have one public swimming pool, we hope that plans for this will come into fruition soon.

Heavily restrict street parking or reduce verge sizes and build parking spaces into the verge the cars parked on the street are not restricting traffic flow. This is an issue throughout Como and south perth.

Give much more priority to non-vehicular movement into & around Canning Bridge Station.

Get moving on it

Consider changes that may arise due to eventual redevelopment/expansion/replacement of existing timber bridge structure

Ensure small businesses can operate, eg cafe, bakery, GP, so that residents have amenities that they can walk to so as to minimise car trips.

I believe the building heights are excessive.

The buildings and the area should be of a similar standard to the Applecross/ Mount Pleasant precinct.
It should not be allowed to become a low cost housing area with poor quality apartments .
Apartment balconies should have a visual screen, so that storage and clothes lines are not on display to the street

The promised Review of the plan must be open-minded to considering change to the plan. For example - if it is found that the impact of higher density apartment dwellings are having too much deleterious impact in the area then approval of developments should be delayed or rejected until such time has passed to allow for gradual and acceptable change in the area. The Plan should not just proceed unrestricted regardless of it's impact - that's unreasonable for long standing residents.

Restrict parking time allowed to discourage all day use. I do not agree with parking meters but if the length of time is reduced, it would encourage commuters to arrange different ways to reach the Canning Bridge hub.
Living in Robert St has been frustrating as one side is all day parking and the other 4 hours. The all day parking starts at 6am and is there late at night. It is difficult to reverse out of my driveway with cars on both side of the road. Again a safety issue.

On Lockhart Street one side of the street has been zoned to 10 storeys while the other has been zones to 4 stories. The properties on the latter side of the street may be devalued as a result of this drop off.

The CBACP provisions for the Eastern Quarters mixed use zones ought to reflect the following:
The context is a mid rise urban centre described in the New State Planning Policy 7.3: R-Codes Volume 2 – Apartments as follows:
“Urban centres may include town/district centres, urban corridors, activity centres and station precincts. Urban centres typically comprise development up to approximately 6-storeys that has direct street frontage and is often built to boundary. Urban centres are highly walkable with close proximity to high-frequency transit services, public open space, commercial and/or retail uses and community infrastructure.
Character: Urban centres are characterised by mid-rise buildings and contiguous, pedestrian friendly street frontages that include some activation. New development should create an attractive and coherent street frontage that complements adjoining buildings, has a pedestrian scale and provides passive surveillance of the street.”
There is also conflict regarding element 5.7 in the CBACP which states: “Provisions of privacy and solar access and overshadowing do not apply within the CBACP area.” Yet in element 5, (side and rear setbacks) it also states that “Developers should consider the amenity of the precinct by minimizing overlooking and overshadowing of adjacent and adjoining properties through appropriate design response, supported by the setback provisions of this element.” Also element 21 (development bonus based on design considerations), refers to “regard for solar access for adjoining properties taking into account outdoor living areas, major openings to habitable rooms, solar collectors and balconies.”

City of South Perth to purchase intermittent blocks within the precinct for the purpose to develop small parks for use by residents. This would provide a good community feel and beneficial for all - but particularly for residents who are unable to walk the distance to the larger public areas/parks e.g. the very young, elderly or disabled.

Can any more buildings in the precinct area be listed for heritage value -there is not many left for selection - but once they're gone, they're gone!

I realise this project is needed for the future livelihood of the City of South Perth, however, I am generally concerned with how the transition will happen. Not just on the government side, but for the existing residents, from what I observed in the meeting on 9th of March, there appears to be a lot of fear and misunderstanding about the project and rezoning. However the meeting also showed some earlier problems of developers not considering innovative designs or even attempting to address problems with privacy or overshadowing as residents near complexes going up were already suffering the consequences of such poor planning.

I think the local government needs to work with these developers and give them specific guidelines to comply with to keep these planned buildings to a high standard. From what I can tell from your documentation, this project aims to be one of the first in the state, it aims to set a new and high standard of living for people in Perth so don't let construction companies overrule the vision of this project.

I went to the first review on Saturday 9th March at Manning Community hall. I was very disappointed with the way it was run. Seemed like a PR exercise on informing people of CBACP not addressing strategies to deal with problems that are arising from the developments that have already been approved and are causing issues. The staff at each table took no notes and by the time I got to the parking management table (before 4pm) there was no one there. I stood there and looked around but no one approached me from the city to talk to me. I was not impressed.
Feel this review is just a box ticking exercise to say it has been done. Not to address the key issues that need addressing like overshadowing, bulk and scale and parking.

perhaps can think of café/newsagency/ others above the train station. there is none atm.

I think the road and transport infrastructure plans should be fast tracked to keep up with the property development that is happening in the CBAC.

Also, land and property that has been bought by the Department of Planning and Infrastructure along Canning Highway in preparation for future road widening is not being well maintained and causing a blight on the surrounding areas.

More outdoor shaded play area's for kids

I wonder if the take up for apartments in the area will increase if supporting infrastructure is increased in the area first - additional cafes, restaurants, supermarket/convenience stores, etc. I would think these would be hugely popular with the existing population and add extra attraction for potential buyers.

All of the information I have read about the plan makes sense to me and I fully support the existing plan. I don't see any reason to change the plan, unless it were to extend the area and/or increase the development of high density residential development.

Feedback I've noted from other sources: [name]: CBACP is flawed but the result of a long process. The ACP was adopted by the Cities of Melville and South Perth and by the WAPC. Ten storeys adjacent at the moment -that meets the requirements of the framework; may not be the optimum outcome but has been agreed as a desired outcome. I don't support the alternative motion to refuse the application (11 March 2019).

[Name]: It is difficult; the ACP is perfect in many aspects but not on transition. A single house next to high rise is difficult and the ACP completely fails to deal with how to manage that. The job of the Panel is to achieve an optimum outcome on every occasion. Deemed provisions and absence of adequate transitions outweigh support for the general thrust. (11 March 2019)

Yesterday, two development applications were approved in the H4 zone Lockhart St Como by the MCJDAP:

Yesterday [Name]: Quoted from page 23 of the RAP: To consider approving the development, the DAP needs to be satisfied that it has the power to approve a 5 storey building in the 4 storey CBACP zone. TPS6 clause 7.8(2)(a) does not permit variations from Scheme provisions with respect to Building Height Limits referred to in clause 6.1A. The statutory Scheme Maps – Building Height Limit, do not designate a building height limit for properties within the Canning Bridge Activity Centre. In reference to TPS6 clause 6.1A(11)(b) and the Scheme Maps, the clause and maps state the Building Height Limit are as prescribed in the CBACP. The City's reading of the Scheme provisions and Scheme Maps is that the reference to 'prescribed' is stating that the building height requirements for development in the Canning Bridge Activity Centre are located in the CBACP document, as opposed to the CBACP building height requirements being read as part of the scheme (which would be a statutory requirement that is unable to be varied). Notwithstanding, the City has a high level of regard to the CBACP building height requirements and any variation to these can only be considered in exceptional circumstances. Inconsistent; discretion may create a precedent; I will be voting against the item. (Application for 5 storeys in H4 zone at 174 Lockhart St was approved 4/1).

Yesterday [Name] seconded an amendment by [Name] to add a condition for additional privacy for neighbour from walkways with opaque glass or screens that was carried 5/0. (Application for 4 storeys in H4 zone at 154 Lockhart St was approved 5/0). On a website skyscrapercity.com, the people posting comments seem to be investors or employees in the property industry who like high rise buildings but some are derisive of people with different opinions to theirs.

<https://www.skyscrapercity.com/showthread.php?t=900438&page=365> Posts 8 March 2019 re Kintail Rd Applecross

<https://www.skyscrapercity.com/showthread.php?t=900438&page=366> Posts 11 - 16 March 2019 Re 117-119 Lockhart St Como (one on page 367)

There is a need for more public transport to the train station, both to improve access locally, and also to reduce street parking in the area.

Do it quickly and decisively. Don't let happen to Canning Bridge what happened on the peninsula.

Very concerned about the amount of traffic, sneaking through Henley and Ley St. Causing way to much noise and pollution around McDougall Park.

I appreciate the opportunity to provide feedback and I hope to be a resident in this area for a long time.

I would like to see provision made for aged residents with both attractive upmarket residential care and also assistance to remain in their homes and feel safe in what is going to be a very different environment to that they have been accustomed to for the majority of their lives which many have spent in this area. Let's not forget these are the people who made the area the sought after place it is today.

It is a safe and fantastic place to live and feels more like a village than a suburb, ensure that this is maintained and the area will grow and the property values will be stabilised or increase over time as this continues to be a highly desirable place to live for young professionals and families and elderly residents.

build more high rise/density buildings

A volunteer hub for local volunteer work (clean up, dolphin watch etc) would be great

The growth is too fast in the area from quiet residential single storey houses to 4, 6 and 10 storey apartments. It is out of character and it is somewhat ridiculous. There needs to be more planning for a transition plan of growth.

Broad planning policies across TOD areas should set the framework for exciting opportunities. What can happen, and is in this case in certain locations, is that particular properties simply don't relate to the relatively prescriptive nature of the guidelines. Why would you require a 3m canopy on a footpath for a site that basically no-one will ever walk on? Yet that same site could provide a small park for the enjoyment of locals. Allow offsets on ideas like this. Use your design advisory panel to analyse that a project proposition has great merit and benefit, rather than can all the boxes be ticked off. When a number of the boxes have no merit, other than they are included in the 'vision'.

I hope that the process is more honest than the original one was. I have never been against further development but believe that high rise accommodation breeds ghettos and absentee landlords. There are so many other ways to build communities and density. High rise is a lazy person's way that lacks creativity.

The Aurelia building on Mill Point Road is a disgrace as will be other high rise in that area if allowed to proceed. The overshadowing and cramped building form and mass in Mend and Hardy Streets are examples of very poor planning.

Building a car park on Canning Bridge station / Freeway should become a priority of the City of South Perth. Seeking a better life environment for the Come resident should be prioritised instead of approving endless apartment blocks to satisfy developers pressures.

Increase rates to give resident a better outcome without the need of apartments building.

Above all you must take in consideration the wish of the resident that get affected by this building that lately seem to be approved on a whims of the planners. True democracy is reflected by always remembering that it is the the person most affected by changes that has to have the biggest say.

See above complaint regarding the bus stop on the canning bridge going from west to east.

What are you going to do to compensate me for the reduction in value of my property as a result of this plan? How are you going to guarantee the safely of my son with the increase number of cars on our (formerly) quiet road? Can are you going to ensure that I have quiet enjoyment of my outdoor area on my property with a 4 story building looming over me?

City needs to stick to its guns in implementing the ACP, focusing development in the right locations specified in the Plan. The City must clearly articulate its vision and why this Plan is important to maintaining a diverse and balanced community, keeping what is best and most valued while providing mechanisms to manage the social and population changes it is facing.

The CBACP has been ongoing now for more than ten years and residents feel that they have been kept at times uninformed.

Think building heights in some areas too high and wont fit in with existing family housing.

Must be careful that it does not end up like a concrete jungle

Its poorly designed and as been poorly managed.

No, other than I live and work in the area as a real estate agent.

The changes quite simply need to happen. Although as someone who has a Town Planning degree, I find the changes quite heavy handed compared to similar industry examples.

Consideration should be given to provision of a freeway northbound off ramp direct to Manning road to further reduce traffic flows and congestion on Canning Bridge - there is plenty of room to install it between the present manning road to freeway north on ramp and Canning Bridge. Also there is room for a left turn loop from Canning Highway to freeway north. Perhaps a long term project.

I'd like to ensure minimal changes are made to McDougall Park, and natural coastal areas are preserved, or at least showcased.

I would like to be informed about the traffic issues mentioned above.

Please do not let the naysayers stop the vision!

Document Control

This report is titled Canning Bridge Activity Centre Plan Review - Preliminary Engagement Summary

Client	City of South Perth		
Version	Date	Author	Approved
1	3 May 2019	Anna Kelderman	Anna Kelderman

Attachment B - Citizen Stakeholder Group Summary



Canning Bridge Activity Centre Plan Review - Citizen Stakeholder Group Summary

July 2019



ACKNOWLEDGEMENT

Shape Urban acknowledges the Whadjuk people of the Noongar Nation as the traditional owners of the land on which we are working. We recognise their cultural heritage, beliefs and relationship to the land, which continue to be important to Noongar people today. We pay our respects to Elders past, present and future.

This process could not have been delivered without the commitment of time from the Citizen Stakeholder Group. These community members have spent many hours of time reading background materials and asking challenging questions of the team to ensure high quality outcomes. We acknowledge the time of both the participants and their families for allowing us their time.

Shape Urban also acknowledges project partners The KP Collective, Officer Woods Architects and Flyt for their support in delivering the engagement across several areas of technical expertise.

Prepared by Shape Urban for the City of South Perth

Revision	Date	Reviewed By	Purpose	Issued to
Review draft	27/05/19	Anna Kelderman	For Review	CoSP - As draft

1. Introduction

The City of South Perth (the City) is currently undertaking a review of the Canning Bridge Activity Centre Plan (CBACP) and have given residents the opportunity to share their thoughts, opinions and recommendations about how the City should move forward with development in the area.

The Citizen Stakeholder Group (the CSG) is the culminating event of a broader engagement process, which is providing responses and recommendations to support a review of the CBACP.

The first CSG session was held on Saturday 4 May, 2019 at the John McGrath Pavilion, South Perth and was attended by 26 participants.

The second CSG session was held on Saturday 11 May, 2019 at the Manning Community Hall, Manning and was attended by 20 participants.

1.1 Purpose

The purpose of this document is to provide an overview of both days of the CSG.

It describes the process and the CSG's responses and recommendations throughout the proceedings, written verbatim.

1.2 Materials

All CSG members were provided with a package of information, which included:

- A welcome letter and explanation of the Stakeholder Group's purpose;
- Fact sheets containing necessary information for the session;
- A summary of the engagement to that point; and
- Biographies of the session's speakers.

2. Summary of Proceedings - Day 1

The agenda for the day is provided in the Table below. The presentation provided on the day can be found in Appendix A.

Timing	Discussion
1.00pm	Welcome and Introductions
1:10	Getting to Know You
1:25	The Remit
1:35	Priorities – first thoughts
1:50	Presentation: Architects – what do they consider, how do they design for a site? Trent Woods – Office Woods Architects
2:30	Presentation: Office of the Government Architect – Design Review Panels Barbara Gdowski – Manager State Design Review Panel
3:15	Break
3:30	Key Themes – what did everyone else say/what was the focus
3:45	Group discussions (thinking about what improvements to make) Theme-by-theme discussion <ul style="list-style-type: none">• Design Quality – High Standards• Design character - integration• Parking• Privacy• Access to sunlight• Preserve/maintain trees
4:45	Recap and expectations for Day 2
5:00pm	Thanks and close

2.1 Citizen Stakeholder Group and Community Priorities

The CSG commenced with a short exercise discussing their reasons for attending. Table 1 provides a direct report of the written comments provided on the day.

Priorities - What You Said
<ul style="list-style-type: none">• Lifestyle• Overshadowing x 3• Need infrastructure• Better infrastructure• Liveability• Innovation “smart” design• Good build / design units. Min impact on Neil McDougall Park (wetland). Improved Station access.• Inclusive sustainable urban village• Sustainable liveability• Overdevelopment. Overcrowding. Traffic congestion.• Keeping character.• Integration of Buildings built on (i) individual blocks (ii) by diff developer (iii) over a number of years.• Provision for group dwellings on microlots to provide greater diversity of housing types• Fair and equitable• Consider future development of narrow lots that may be left as remnant lots after development of adjacent lots• DO 19.3 says M15, M10, H8 shall manage waste wholly within the developments site. But SPCC says H4 must not have this and must use Council trucks• Noise and parking for new developments. Parking. Pedestrian access to the train. Over shadow of property. Crime. Compare development Applecross side

Priorities - What You Said

- Better pedestrian and cyclist access into and through the Activity Centre
- Safer and more convenient
- Vehicle management:
- Pedestrian priority
- Managed parking – resident permit only
- Dedicated cycle paths
- Off carriage way parking
- Pedestrian access to Canning Bridge Station
- Demographics manage by number of bed room apartment per building
- Traffic flows to accommodate growth of population
- Keep mature trees, i.e. update verge trees and replace all missing street trees
- Connectivity
- Robust Transition Plan
- Effective Transition / Connectivity
- Green open space for social use. Mature Trees
- Green space

The biggest opportunities

- Set the bar high
- Make CBACP recognised as 'best practice.' Do not settle for mediocre
- Community green spaces
- Creating an integrated, connected, walkable community with beautiful buildings and active streets.

2.2 Industry Perspectives

Two presentations were given from industry professionals to aid in the discussions.

Trent Woods from Officer Woods Architects, spoke on what architects consider when designing for a site. Trent's presentation can be found in Appendix B.

Barbara Gdowski, the Manager of the State Design Review Panel, spoke about Design Review Panels and the role they can play in providing good design outcomes. Barbara's presentation can be found in Appendix C.

2.3 Discussion of Key Themes

The CSG were subsequently invited to discuss key themes that had arisen in the broader engagement process, which were:

- Design Quality;
- Design Character;
- Parking;
- Privacy;
- Access to Sunlight;
- Preserve/Maintain Trees; and
- Other.

The CSG provided the following responses to the topics.

Key Theme	Responses
Design Quality	<ul style="list-style-type: none">• Have either maximum amount of levels or height but not both. i.e. if a developer wants higher ceilings-> leads to better quality design.• Quantify design quality.• Canning Bridge encourage adoption Design WA.• Anything that goes to JDAP should incorporate considerations of Design WA once adopted.• Planning scheme will adopt Design WA as soon as adopted.• 10 storey design should have a wider community consultation.• Transitions: wall of similar height buildings from the idea of "right and best use."• Missing middle housing.• Desirable housing guidelines, aging in place, universal design.• Adopt Design WA "guidelines" as minimum requirement for development.• Architects; sustainability of buildings; green roofs; solar panels; one-site waste management; composting.• High efficiency design – insulation, noise isolation.• Quality of material.

Key Theme	Responses
Design Quality (cont.)	<ul style="list-style-type: none"> • Increased star rating minimum. • Surveyor appointed by council. • Solar. • Must allow DRP recommendations. • Greater bonus for significant land assembly and resolve suitable, more holistic local development plan for precinct. i.e. + 3000m2 lots can ^ height of feature tower, provided overlooking + overshadowing has severe no impacts. • 3D perspectives, animations and walk-through of proposals as part of the D.A. requirements. • Usage of star energy ratings – even increase the rating.-would facilitate use of quality materials to reduce noise, energy use (double-glazing) insulation etc. • Use of roof gardens to add tree canopy. • Adequate cross ventilation to minimise use of air conditioners.
Design Character	<ul style="list-style-type: none"> • Integration; diverse housing mix; terraced housing; laneways. • Built form variety. • Reserve spaces; nominated parcels of land; organise purchase of land in M10 & M5 zones. • H4 H8 zones. M10. More activity; clarification on bonus heights; Q location of bus port away from prime land; residential access to river away from CB interchange; ^ level of risk for pedestrian Red Spot!!! Wherever it is, make sure it's connected. • Encourage adopting Design WA into CBACP. • Plazas, town centres, quadrant, publicly accessible roof top spaces for the precinct. • NSW; SPP 65; Apartment Design Guide; Best practice take outs from Apartment Design to add to Canning Bridge Structure Plan. • Development controls + built form req. that facilitate the missing middle dwelling typologies. Muse housing; living laneways; terrace housing; courtyard housing; fonzi flats; micro-lot dwellings. Complimentary to apartments but req. zero rear or side setbacks etc. • Integrated landscape dwellings. i.e. 20% of apartments to have landscape of 2m2 on balconies. • Balconies +20% to allow for lifestyle + the landscapes/ pot plants to balconies.

Key Theme	Responses
Design Character (cont.)	<ul style="list-style-type: none"> • Green walls/vertical greening. Building heights + setbacks should have a relationship/ ratio to the road reserve width. i.e. 20m road reserve= 4 storey podium + then a tower element that is no greater than its setback to road reserve plus the road reserve width (i.e. 6m tower setback= 26m tower). • Incentive retention. Deep soil zones for large trees, parking not in front setback -> landscaping instead. Maximum parking levels. • Design character integration; street trees retention; remove high cap; generous floors; high ceilings; remove height; deep soil zones; permeable eyes on the street; solar access to living areas; generous balconies with solar access; moveable privacy panels; basement parking. • Incentivise amalgamation of lots for bonus height; trees along side boundaries; tree theme; step up from the street; much higher 3 bedroom owner occupiers; max 84% solar access; balconies not in setbacks. • CBACP-> current development built form controls relate to apartment typologies – they typically req. generous rear and appropriate side setbacks. • Compliment innovative and unique finer grain outcomes, such as courtyard housing, mews with living laneway principle zero lot side setback. Terrace homes can't be effectively utilised as part of the broader solutions. • "Theme" – what is Como? Como is desirable, Como is a bit posh, Como is leafy, Como is a good, safe neighbourhood. It's hip but with a family friendly suburban feel. It has history and character. • Street appeal – more mature trees. • More 3 bed dwellings – less 1 bed. • Allocate very skinny 'lots' for small parks/green spaces (government funded? Developer funded?) (Similar to Paris). A mix of apartment + playgrounds, gardens or parks every few blocks. • Variety of built form.
Privacy	<ul style="list-style-type: none"> • Get rid of balconies from within the setback limits. • Privacy -> eyebrow windows to "utility" rooms.

Key Theme	Responses
Parking (cont.)	<ul style="list-style-type: none"> • Reduce congestion. • Allow for widening of footpaths. • Woonerf 'living streets' – Dutch style. • Subterranean parking. • Construction of high rise parking that can potentially be redesigned into apartments. • Parking share tech? • Parking bays and tech. Use of technology to enable resident bays to be used for commercial or public transit to maximise use and return of the infrastructure. Reduce cost to residents/ strata subsidy. • Maximise no. of cars permissible. • Metered and timed as deters community parking on streets. • Descriptions; another access pt. to TS. • Dedicated parking facility close to TS. • Shared vehicle access; Note: may move away over time. But now we need it. • Car parking structure for current demands that can be adapted to other uses, i.e. residential. • Car parking-> For any bays additional to the 1 bay to dwelling should be on a separate title (can be sold on to other resident in building) so car ownership needs can be adjusted. • Off carriageway parking. • Prevent cars from littering streets. • Provide safer bike access. • May require streets converted to one-way. • Will also reduce speeds.

Key Theme	Responses
Access to Sunlight	<ul style="list-style-type: none"> • Overshadowing considerations. • Maximum overshadowing amount (e.g. like in new South Perth ACP draft where it is 84%!) • Solar farm for overshadowed existing dwellings subsidized by new property developers. • Setbacks and podiums in M10 + M15. • Adopt maximum 80% overshadowing at 21 June like SPACP draft plan. • Look at stepping buildings as the height increases to protect sunlight access.
Preserve/ Maintain Trees	<ul style="list-style-type: none"> • Increase setback area to increase landscaping. • Landscaping to be more than a few shrubs. • Deep root zones; trees along north and south boundaries to ^ tree canopy; liveability to buildings incentivise. • Visitors parking -> at front of buildings -> how do we get it into the main area (i.e. not in the setback!). Keep the front of buildings/developments for trees.
Other	<ul style="list-style-type: none"> • Shuttle bus from George Burnett Park aimed at public transport.

2.4 Priority Themes

At the conclusion of this discussion regarding the key themes, CSG participants were invited to prioritise the key themes. Figure 1 provides a summary of that prioritisation.

2.5 Community Infrastructure

Throughout the session, the CSG were invited to consider which community facilities or amenities they would like to see as the CBACP area develops. Each participant was provided 5 'votes'.

The top ranking facilities or amenities were:

1. Urban Forest - Tree Canopy - 16 votes
 2. Open space accessibility (all lots to have space within 400m) - 14 votes
 3. Safe crossing points for pedestrians - 12 votes
 4. Cafes - 10 votes
 5. Shops/grocery/household supplies - 10 votes
 6. Paths - better quality and linked - 9 votes
- 6 votes were also given to 'restaurants', which, combined with cafes would suggest the provision of eatery's would be highly desirable.

The full results are shown in Figure 2.

Figure 1 Priority Themes

What do you think is the highest priority for us to consider in the review?

 **Poll locked.** Responses not accepted.

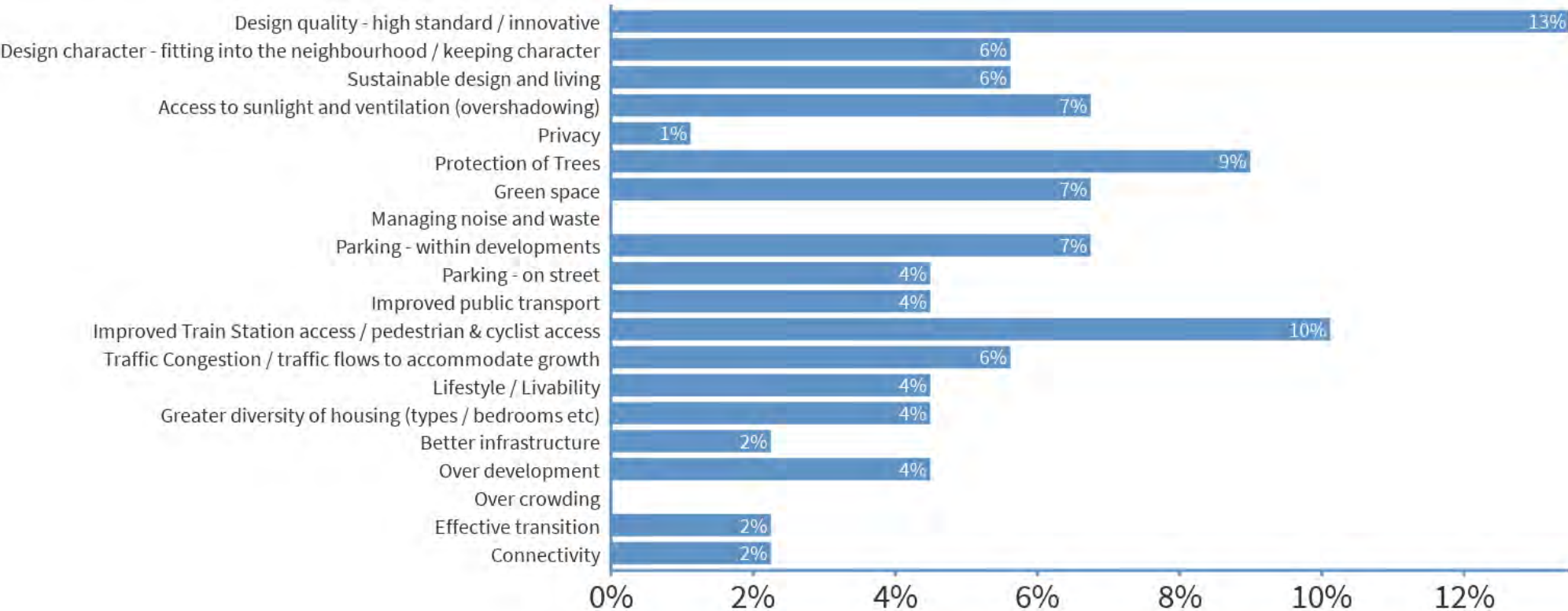
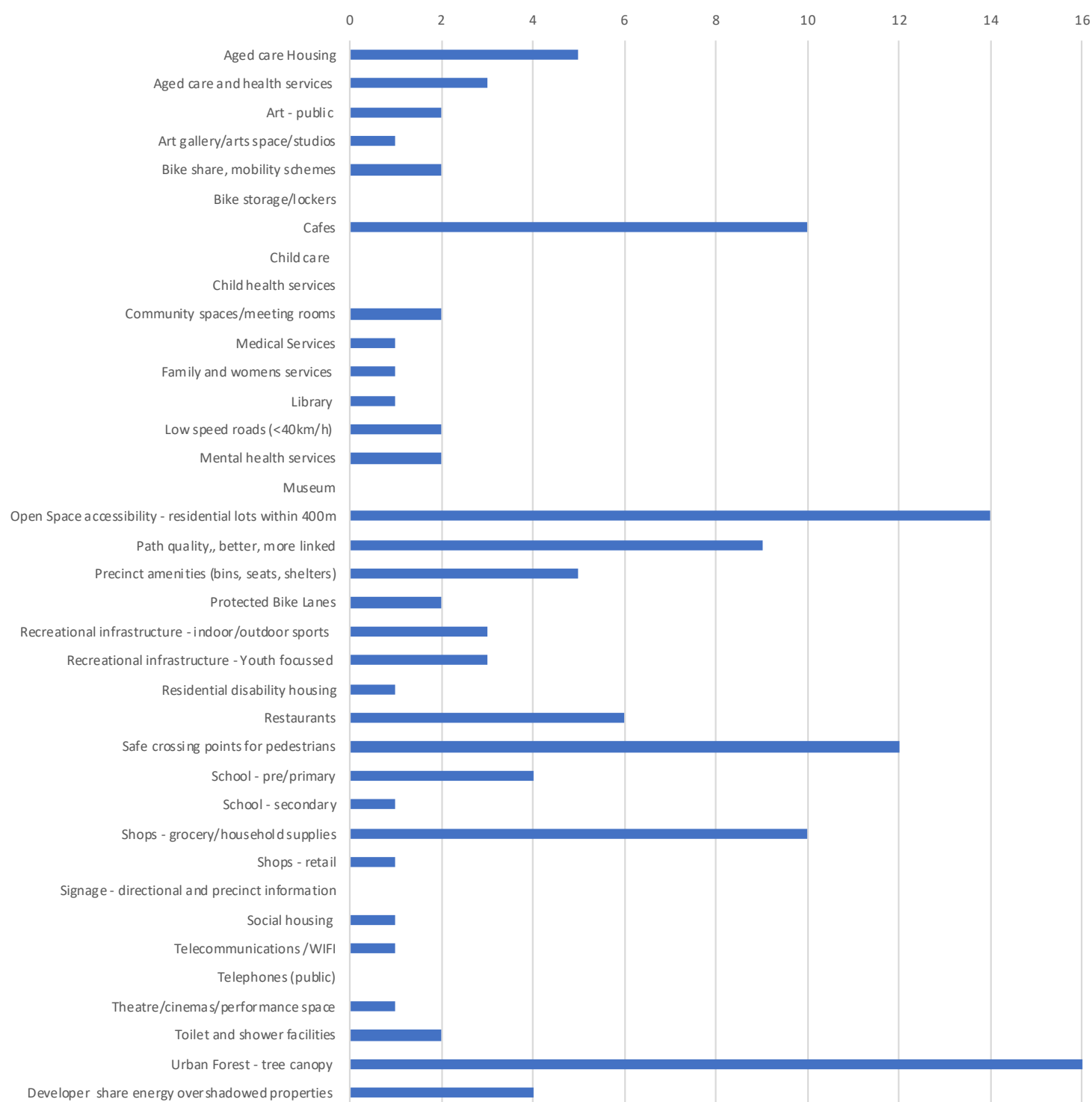


Figure 2 Stakeholder Group Infrastructure Preferences

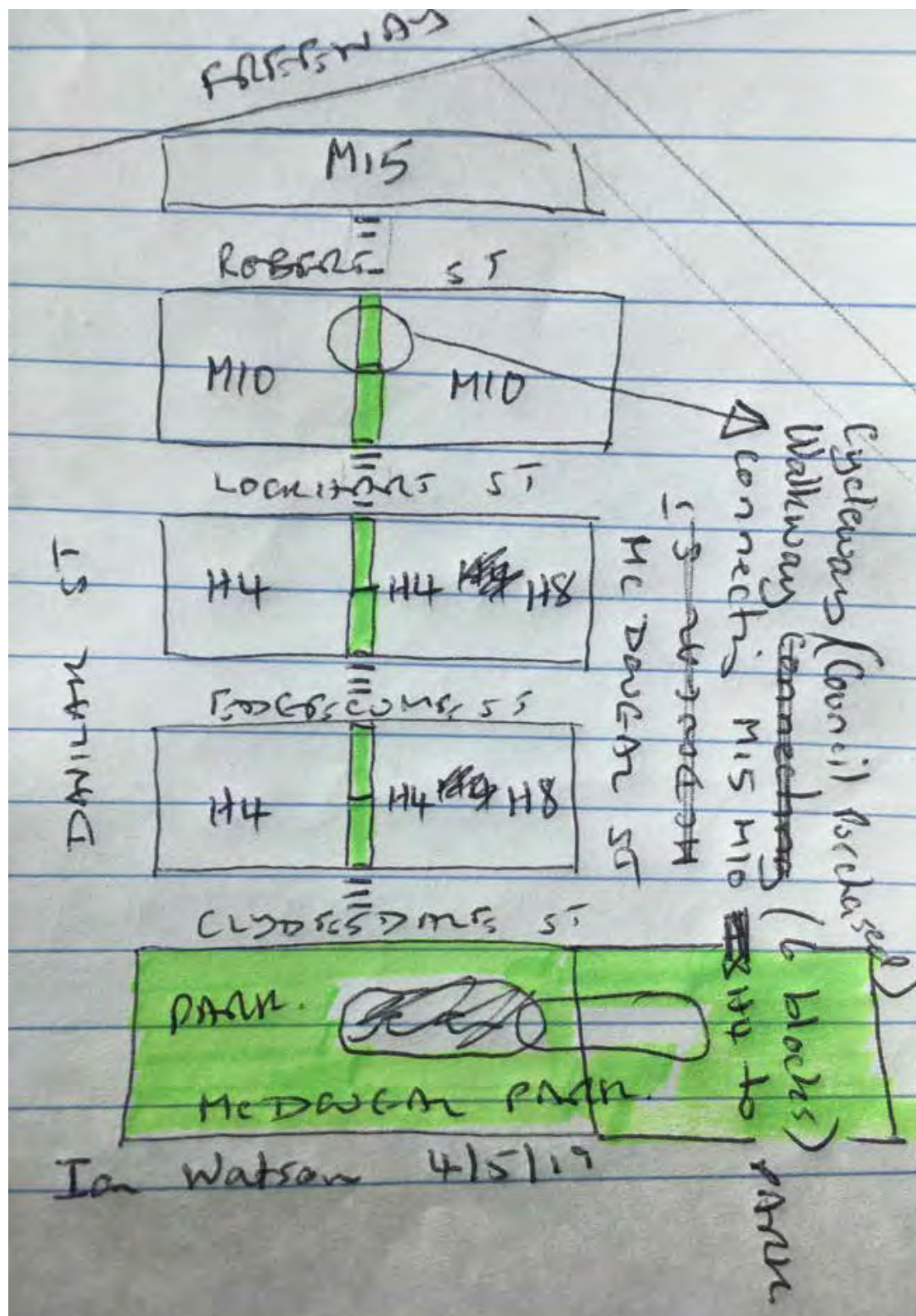


2.6 Additional Feedback

The CSG were provided with opportunity throughout the day to provide additional comments and ask further questions. The table below summarises those comments and Figure 3 and 4 are images which were presented to the team.

Other Comments
<ul style="list-style-type: none">• Provision for families and children – more 3 bedroom and open space• Make Design Review Panel mandatory for all high rise apartments• Shuttle Bus to CB station around nearby streets (like CAT scheme)• Design Review Panel involvement in CBAC (blue dot)• Opportunity to consider /mandate community benefits for extra floors through Design Review (Principle 9 of Good Design)• Expand the mixed use zone into the lower height areas. Would prefer more walkable amenities, cafes, etc. Not compulsory, but would like developers to have the option for commercial on bottom floors – as in European cities.• Can we have some examples of approved public benefits (blue dot)• Access to proposed properties in Q4 – no casual parking. Parking permits for residents only like Subiaco. Would also mean people would use public transport more.• Views for everyone – reduce the foreshore so more people further along can enjoy the river views. No more than four storey buildings• Design Review Examples• Links to Design. JDAP decisions• Carved up 1200 – not good for great buildings (big)• Micro-lots – models

Figure 4 Stakeholder Group Image 2



3. Summary of Proceedings - Day 2

The agenda for the day is provided in the Table below. The presentation provided on the day can be found in Appendix D.

Timing	Discussion
1.00pm	Welcome and re-introductions
1:05	The remit / reminder / recap
1:10	Priorities Things outside of our remit (but still important and potentially a community infrastructure benefit!)
1:25	Theme 1 – Design Quality Presenter – Trent Woods Design Quality – high standards/innovative AND Sustainable design and living AND Access to sunlight and ventilation AND Privacy
1:45	Design quality solutions – recommendations
2:25	Present and poll
2:50	Break
3:10	Theme 2 – Transport/Traffic/Parking Presenter: Chris Swiderski, Flyt Improved Train Station access/pedestrian and cyclist access, and Parking – within developments/parking, and Parking – on-street, and Traffic congestion, traffic flows
3:30	Transport solutions – recommendations
3:55	Present and poll
4:15	Protection of Trees, Noise and Waste recommendations Polls
4:35	Community infrastructure
5:00pm	Recap / final feedback

3.1 First Thoughts

The information provided to participants on Day 1 was extensive and complex, including presentations and group work to begin gathering thoughts and considering preliminary recommendations. At the start of Day 2, the

participants were asked what key 'thing' most made them think throughout the week. Figure 5 shows a word cloud, highlighting the ongoing concern with density, but also recognising early themes regarding the transition, design and access elements.

Figure 5 The 'Thing' that made you think



3.2 Citizen Stakeholder Group and Community Priorities

Following the short exercise upon arrival, the Day 2 commenced with a short exercise discussing things outside of the CSG remit (though still important and could potentially be considered a community infrastructure benefit) .

The CSG expressed strong views regarding the implementation of improved transparency around decision making; particularly with regard to the Joint Development Assessment Panel and the Design Review Committee, as well as a strong desire to improve access and parking in the area as a matter of priority.

Things we can work on regardless (outside remit)

- Parking Management Plan
- Verge tree planting opportunities
- Improve pathways, cycleways, widen paths
- Improve green spaces
- Improve station access (lighting, paths, new access??)
- Linking design review to JDAP

Our list of expectations for architects

- Innovation – smart design
- Sustainable design/high efficiency (insulation, noise isolation)
- Keep mature trees and plant verges
- Best practice – not mediocre
- 3D perspectives, better quality plans
- Landscaping on balconies (and bigger balconies)
- Different housing models

3.3 Industry Perspectives

Two presentations were given from industry professionals to aid in the discussions.

Trent Woods from Officer Woods Architects, spoke on design quality, overshadowing and privacy. Trent's presentation can be found in Appendix E.

Chris Swiderski, from Flyt Pty Ltd spoke on parking, traffic congestion and traffic flow. Chris's presentation can be found in Appendix F.

3.4 Recommendations

At the conclusion of these presentations, CSG participants were invited to design some recommendations for two key themes - Design Quality and Parking.

They then presented their recommendations back to the group before individually voting on whether they supported each recommendation.

Theme 1 - Quality Design

Table	Discussion
1	<ol style="list-style-type: none">1. Front and side setback nil – if fronting Canning Highway2. 3-4m+ front setback for residential streets3. Balconies included in setback
2	<ol style="list-style-type: none">1. Tree policy2. Podiums H8< - allow narrower and taller3. Allow discretion for commercial across all developments4. Higher sustainability star rating minimum – minimum 7.5/8 for bonus.5. Remove diversity of housing minimums for buildings. Make it an analysis of housing stock in area.6. Mandatory response from developer to community consultation7. H8< referred to State DRP.

Theme 1 - Quality Design

Table	Discussion
3	<ol style="list-style-type: none"> 1. Housing diversity – complimentary typologies and suitable controls/permissions built form outcomes. 2. Adoption of SPP 7.3 3. Deep soil zones and vertical green 4. Building separation (2.7) with some discretion to reduce this to maximise dwellings facing the street i.e. if building width to street is reduced to 10m in width, some discretion/acceptability to increase the floor plate width is provided to get 2 apartments (14m) facing the street ([reduction] to northern) 5. Allow more for solar access @ mid-block <p>OTHER CONSIDERATIONS</p> <ol style="list-style-type: none"> 6. Below ground car parking; car parking must be sleeved by active frontage to any public realm. 7. Grey water used to support green. 8. Deep colonnades (3-4m) to be provided to mixed use precinct (esp. Canning Highway). <p>HIGHER ORDER</p> <ol style="list-style-type: none"> 9. Incentives to include true community benefit – public roof decks, terraces, viewing platforms, tourism features, roof gardens. 10. Car parking to utilise technology and sharing economy to maximise use of the infrastructure and separate title. 11. Car parking above ground/ adaptable car parking spaces – can be converted into other use – below ground – light wells. 12. Courtyard housing, mews, living laneways, fonzi.
4	<ol style="list-style-type: none"> 1. The CBACP adopt the minimum requirements of Design WA in regards to building separation (i.e. narrower floor plates for residential levels). This will assist to mitigate the loss of privacy and hopefully drive a higher quality of apartment design and allow for inclusion of large trees. 2. Adoption of Design WA solar and daylight access provisions and recommendations for cross ventilation. 3. Review the current ratio of 1 bedroom apartments to be less than current ratio. 4. Incentivise developers who adopt all or most of Design WA principles.

Theme 2 - Parking

Table	Discussion
1	<ol style="list-style-type: none"> 1. Unbundling allowable to ALL zones. 2. Without being a bonus to M10 and M15.
2	<ol style="list-style-type: none"> 1. Unbundling allowable to ALL zones. 2. Without being a bonus to M10 and M15
3	<ol style="list-style-type: none"> 1. Better management of offsite parking – construction management plan and location for trades to park off street 2. More management on-street car parking 3. Unbundled car parking over all zones in the CBACP 4. Acceptable change in use car parking bays 5. Unbundled car parking for all residential or at the very least for any car parking provided above 1 per dwelling. 6. Electrical charge point provisions.
4	<ol style="list-style-type: none"> 1. Unbundled bays – make cost of bay visible (\$x for apartment and \$x for bay, option to buy bay). Maintain 1 bay/unit. Option to buy extra unwanted bays. All zones. 2. Better signage + policing re: parking – clearer than what is currently provided. 3. Intro parking restrictions in all streets within the CBACP – not sure what as yet – ran out of time to think this one through. 4. Shuttle bus concept like what is used by Curtin uni – loop bus similar to #407 from Glendalough St. – feeding into the train/bus station.

The suggested recommendations were presented to the whole group. As there appeared to be a high level of consensus on many elements, the participants were asked to identify suggested recommendations that they *did not* support, with the intention of resolving these elements one at a time.

The following recommendations were subject to greater scrutiny:

1. Higher sustainability star rating minimum – minimum 7.5/8 for bonus.
2. Remove diversity of housing minimums for buildings. Make it an analysis of housing stock in area.
3. Mandatory response from developer to community consultation.
4. H8< referred to State DRP.
5. The CBACP adopt the minimum requirements of Design WA in regards to building separation (i.e. narrower floor plates for residential levels). This will assist to mitigate the loss of privacy and hopefully drive a higher quality of apartment design and allow for inclusion of large trees.
6. Incentivise developers who adopt all or most of Design WA principles.
7. Incentives to include true community benefit – public roof decks, terraces, viewing platforms, tourism features, roof gardens.
8. Balconies included in setback.

The following section provides the detail of this more detailed discussion, including polls to set agreed recommendations.

3.4.1 Sustainability Measures

A majority of participants expressed a desire to see vastly improved sustainability outcomes as a result of the plan. However, the suggestion that incentives in the CBACP should be tied to a higher sustainability rating of 7.5 or 8 stars (in a NatHERS rating or similar) to achieve bonus height was disputed by a number of participants. The current minimum for incentives is 5-star (in the Green Star rating system), but this is only the case in the M10 and M15 areas.

When polled, participants were split on this issue as in Figure 6.

However, in the discussion which ensued it was clear that it was the onerous nature of the suggested measurement tool (7.5/8 stars/ NatHERS rating) that was disputed rather than the idea of sustainability improvements generally. A different question was suggested by participants which polled as per Figure 7.

Participants have suggested that applicants will need to achieve high standard of sustainability in new buildings as part of their exemplary design in order to achieve bonuses.

There was some suggestion of also implementing these incentives at the H4 and H8 level.

Figure 6 Support higher sustainability/star rating - minimum of 7.5/8 star for bonus

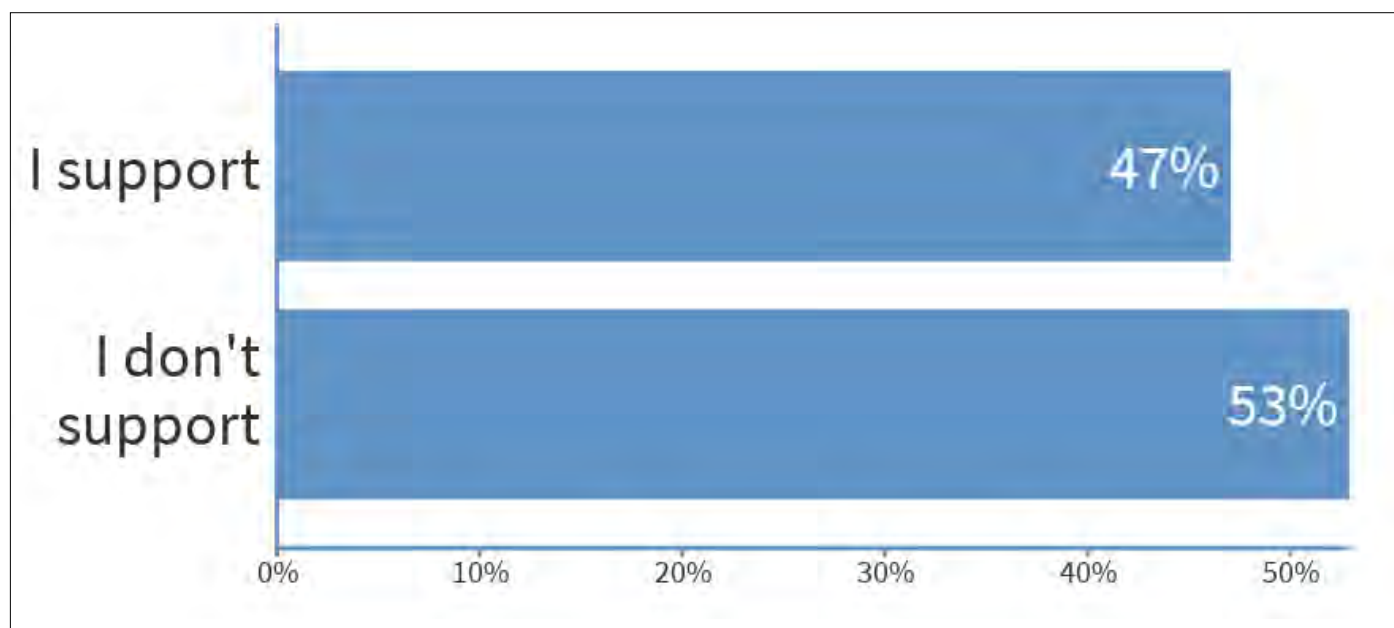
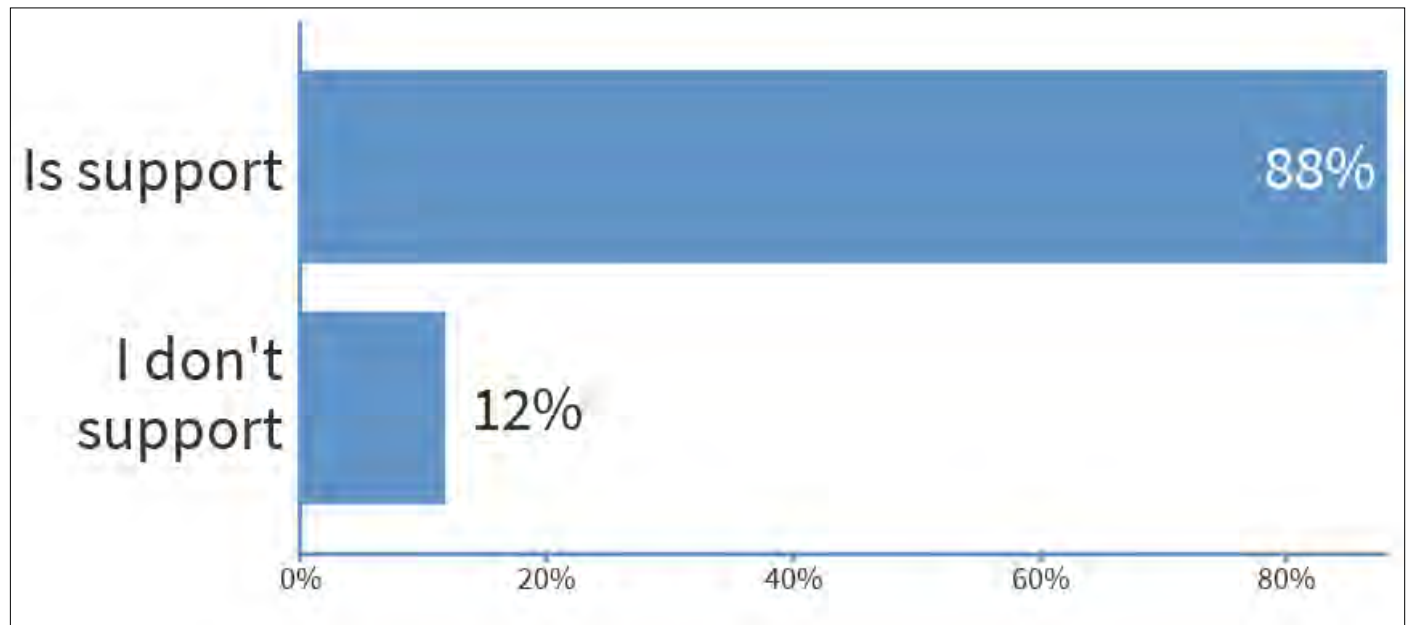


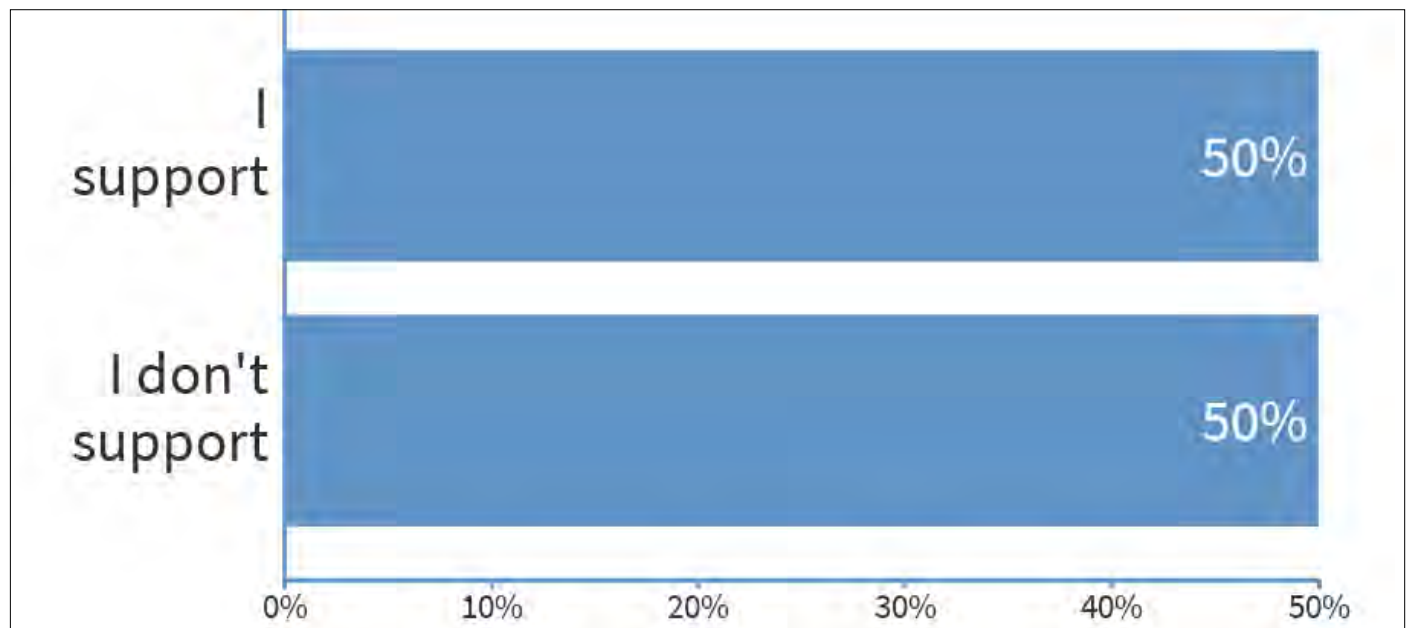
Figure 7 Support other sustainability measures over and above a 6 start rating for bonus



3.4.2 Diversity of Housing Minimums

This suggestions also split the group as is shown in Figure 8. However, upon group discussion is was agreed that the recommendation would be to provide written direction in the Desired Outcomes of the CBACP to encourage 3 bedroom apartments, and place less focus on 1 and 2 bedroom apartments which are being well implemented already.

Figure 8 Support removing the diversity of housing minimums to encourage larger apartments

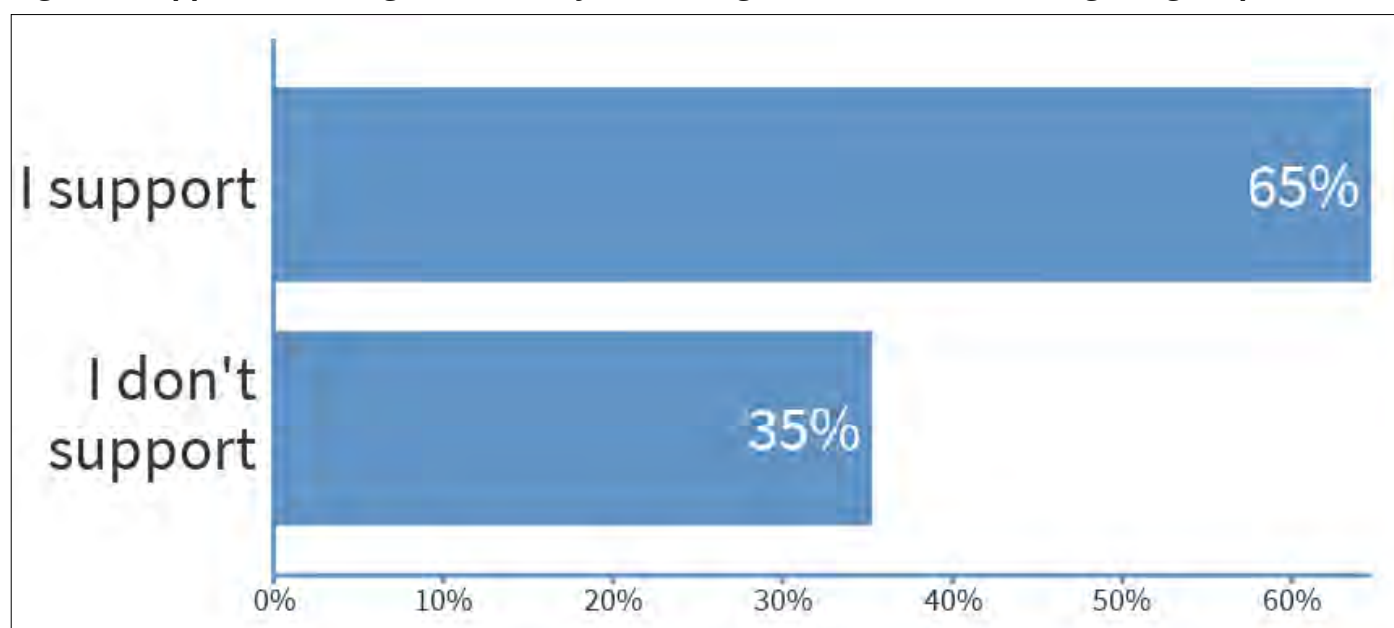


3.4.3 Mandatory Responses from Developers

This recommendation was disputed more generally with participants recognising that this would be over and above anything that would occur in other jurisdictions. Polling indicated a generally agreed lack of support (Figure 9).

In discussion, participants suggested the main aim was to achieve a more transparent planning process, and some suggestions were put forward by participants to have a database of local community members that could be called on when applications come in for feedback. This suggestion is included in the recommendations.

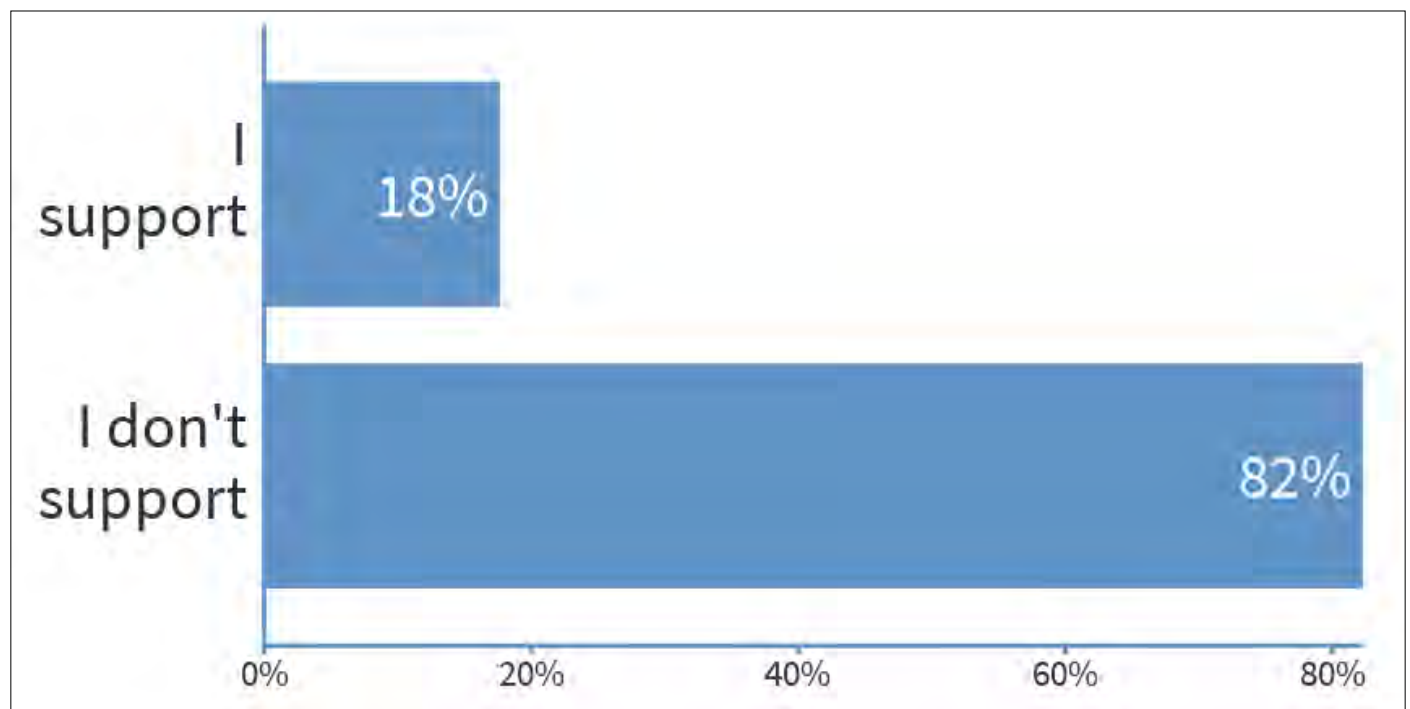
Figure 9 Support removing the diversity of housing minimums to encourage larger apartments



3.4.4 All H8 development and greater to be referred to the State Design Review Panel

When polled this recommendation did not succeed (Figure 10). Predominantly, this was responding to the reality that the number of applications within the CBACP that would be required to be assessed by the State DRP would be too numerous. The Participants agreed that the CBACP specific Design Review Panel would be suitable, provided that increased transparency could be achieved.

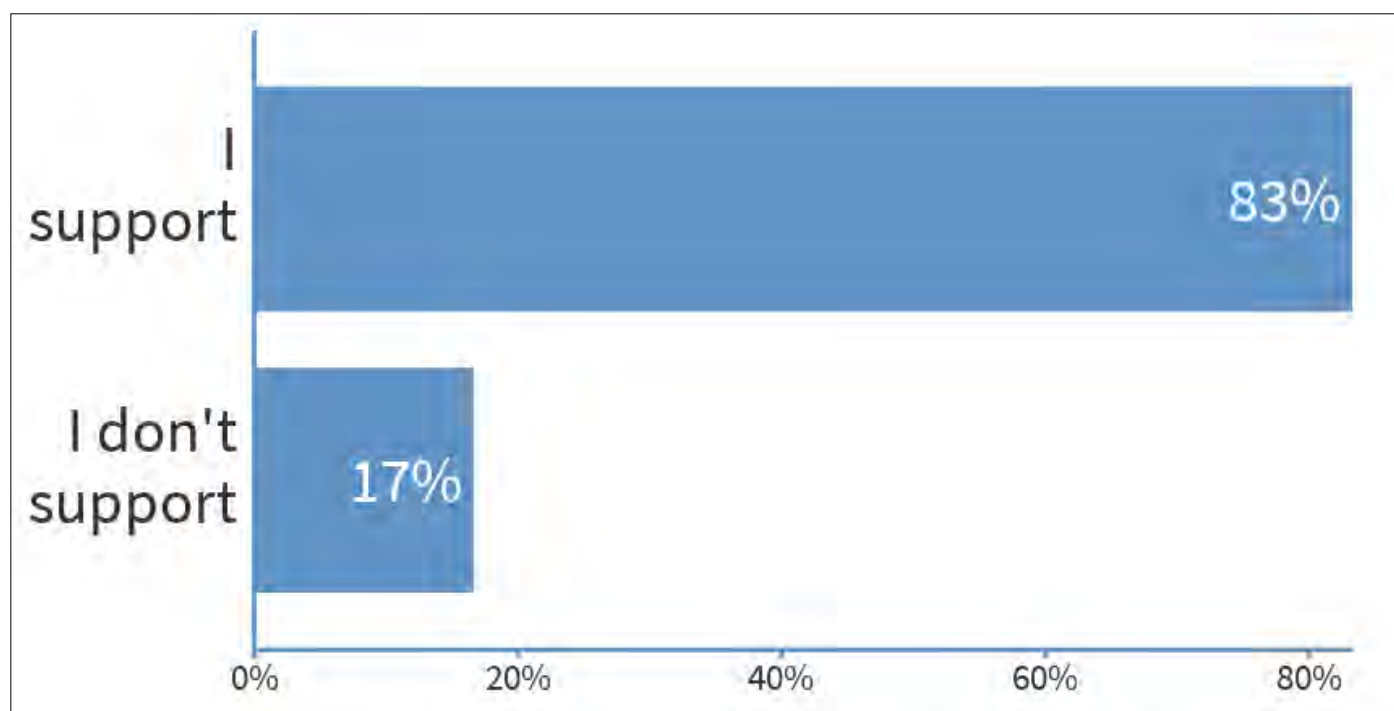
Figure 10 Support all H8 development and above to be referred to the State Design Review Panel



3.4.5 CBACP to adopt the minimum setback requirements of Design WA

This recommendation was only refuted by a small handful of participants (Figure 11). Generally, the CSG supported far greater building setbacks than exist in the CBACP, with a focus on improved discretion by the Design Review Panel with regard to setbacks to encourage solar access and ventilation, as well as retention of trees, through mid-block facade articulation.

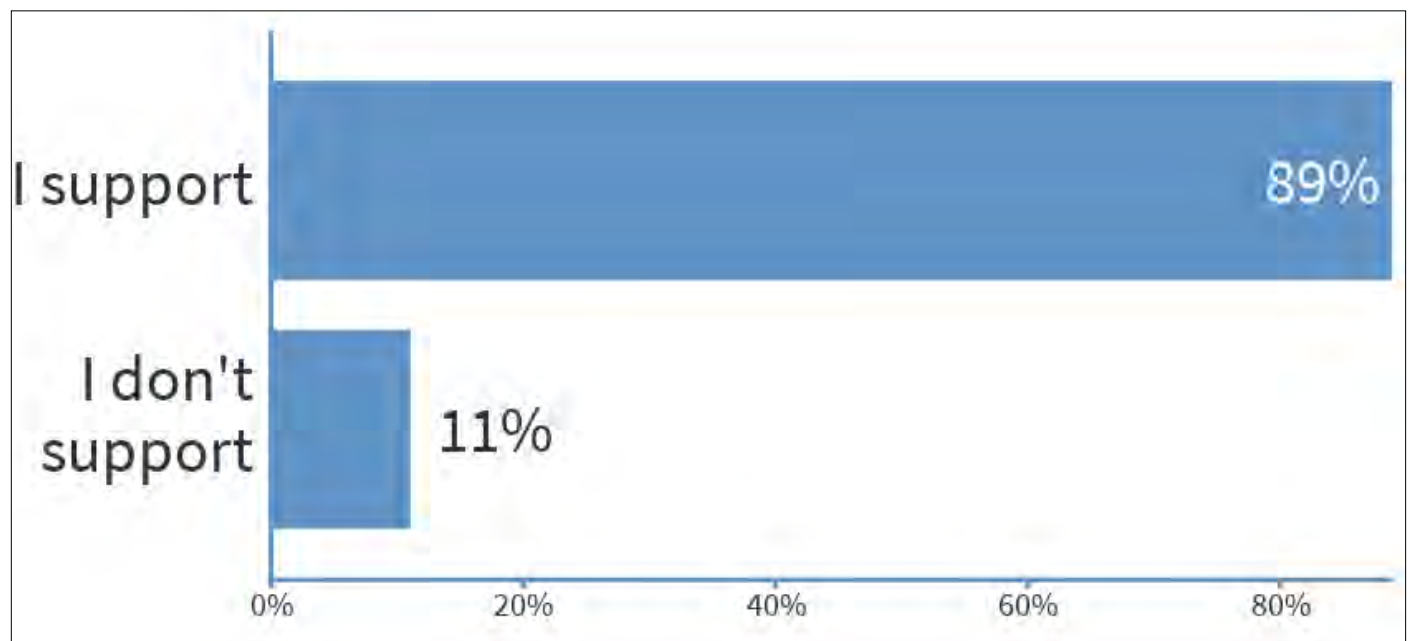
Figure 11 Support the CBACP implementing the Design WA Building Separation Standards



3.4.6 Incentivise Developers who adopt Design WA Principles

Participants strongly supported this recommendation (Figure 12). Generally, the CSG supported an increased alignment with the Design WA Principles of Design and suggested that bonuses (e.g. additional height) could be discretionary if design was in line with Design WA as assessed by the Design Review Panel.

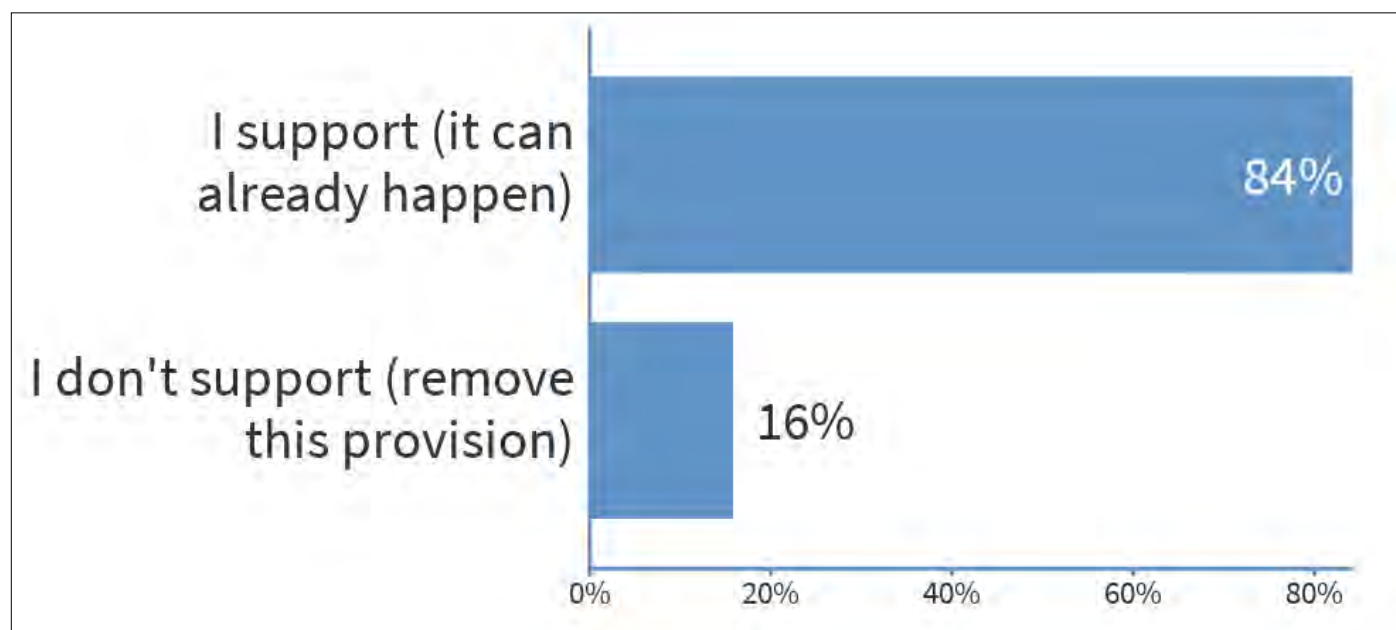
Figure 12 Support Incentivising Developers who adopt the Design WA Principles



3.4.7 Incentivise true community benefit e.g. public roof decks, terraces, viewing platforms, tourism features.

Participants supported this recommendation (Figure 13), noting that for the M10 and M15 areas this can already happen, but suggesting that incentives could also be applied more broadly. Again, this could be discretionary if design was exemplary as assessed by the Design Review Panel.

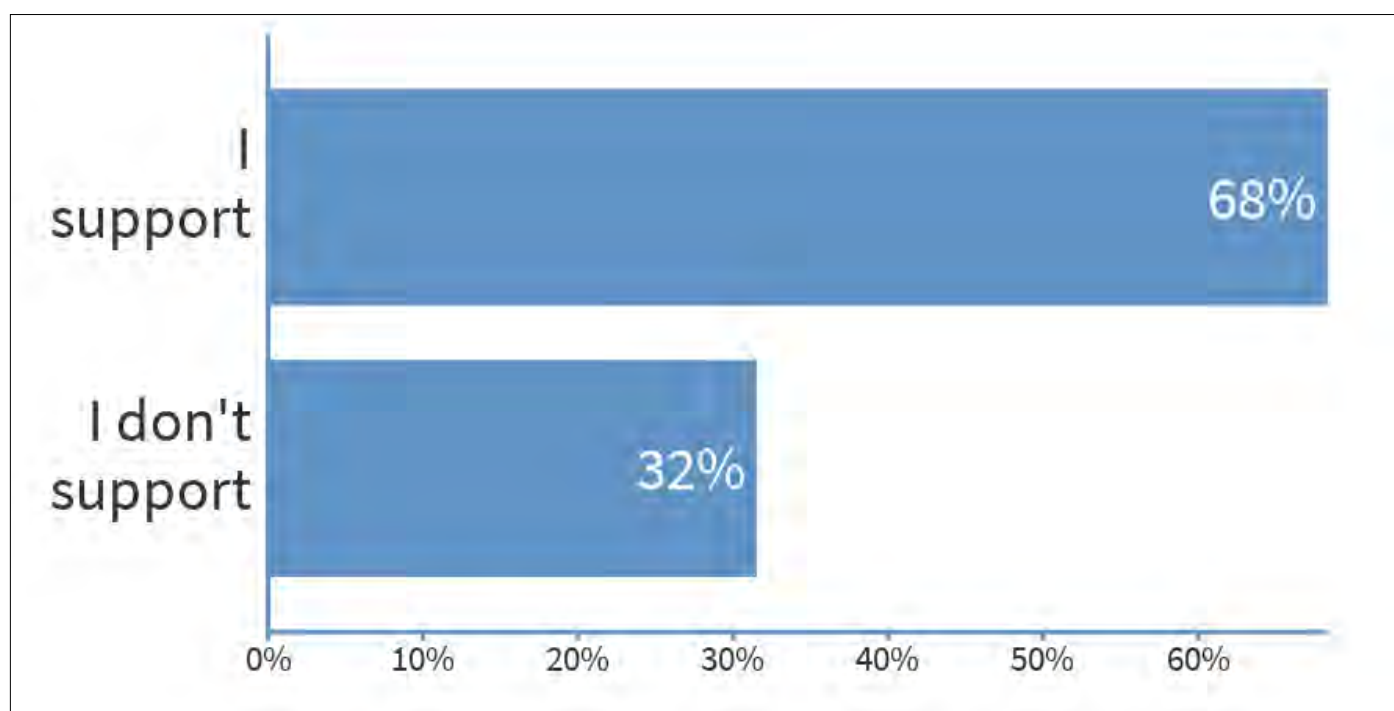
Figure 13 Support incentivising Tangible Public Benefits in developments



3.4.8 Balconies included in setback

The participants generally supported this recommendation (Figure 14). It was acknowledged that the Design WA setback requirements would override much of this, however, it was agreed that improved privacy could be achieved by amending this element.

Figure 14 Support including balconies in setback provisions



4. CSG Summary of Recommendations

The following list summarises the recommendations made and agreed by the participants throughout the CSG. These recommendations will now form the basis of a detailed technical report recommending changes to the CBACP.

#	Recommendation
1	<p>Provide guidance for the Design Review Panel in the Desired Outcomes and in specific guidance statements to support:</p> <ul style="list-style-type: none">• Front and side setbacks of nil if fronting Canning Highway. This should be considered in conjunction with the provision of deep colonnades (3-4m) to be provided along Canning Highway;• Deep colonnades (3-4m) to all development in the mixed use precinct;• Greater flexibility of front setbacks for residential streets (up to 4 metres), based on design quality and built form outcomes;• Exercising more discretion for commercial activities across all development in all development zones (as is already permitted but perhaps applied more liberally);• A more flexible approach to housing diversity standards, encouraging 3+ bedroom dwellings as well as smaller apartment typologies;• Increased discretion with regard to setbacks to encourage solar access and ventilation, as well as retention of trees, through mid-block facade articulation;• Increased discretion with regard to setbacks and height where vegetation is retained and/or extensive vertical landscaping is proposed in all zones;• Increased discretion on built form setbacks and heights where housing diversity is provided in alternative formats such as courtyard housing, mews, living laneways, fonzi flats;• Increased discretion to reduce the building separation requirements to maximise dwellings facing the street i.e. if building width to street is reduced to 10m in width, some discretion/acceptability to increase the floor plate width is provided to get 2 apartments (14m) facing the street.• Increased discretion for podiums in the H8 zone and above to allow for narrower and taller development
2	Include balconies in the setback requirements

#	Recommendation
3	Introduce the Design WA Deep Soil Zones policy element.
4	Adoption of Design WA solar and daylight access provisions and recommendations for cross ventilation
5	Adopt Design WA building separation requirements, providing clear direction in the Desired Outcomes to allow discretion to reduce this to maximise dwellings facing the street i.e. if building width to street is reduced to 10m in width, some discretion/acceptability to increase the floor plate width is provided to get 2 apartments (14m) facing the street
6	Adopt Design WA floor plate depth requirements to mitigate the loss of privacy and drive a higher quality of apartment design and allow for inclusion of large trees.
7	<p>Provide guidance for the Design Review Panel to exercise discretion to allow bonus incentives for the provision of;</p> <ul style="list-style-type: none"> • A high standard of sustainability in new buildings as part of their exemplary design (e.g. 7-8 stars NatHERS/6 Star Green Star or similar and including elements such as vertical gardens, balcony gardens, grey water use etc); • Introducing some flexibility in heights in the H4 and H8 zones provided that high quality design is provided; • Incentives to include community benefits including in the H4 and H8 zones where the provision of public roof decks, terraces, viewing platforms, tourism features, roof gardens is proposed; and • Incentivising developers who adopt all or most of Design WA principles.
8	Allow for unbundling of car parking in all zones and remove as a bonus element (Element 21 and 22). Potential to mandate unbundled bays for any space over 1 bay per dwelling.
9	Include waste management requirements per H8, M10 and M15 zones within the H4 zone.

In addition, a number of recommendations were made that are not directly related to changes to the CBACP, but are important nonetheless.

These recommendations will be included in broader recommendations to the City of South Perth, as follows;

1. Undertake Design Review Panel assessments in a more transparent and accountable way. Consider following the Design WA templated assessment approach so that community members can review the outcomes in a simple way considering the traffic light approach.
2. Advocate to have the Joint Development Assessment Panel decisions made more transparent.
3. Encourage applicants to provide higher quality design drawings and 3D renders to improve the capacity of the community to understand what is being proposed. Support the Design Review Panel in this regard.
4. Coordinate a community feedback panel using the CSG participants as a starting point. These community members can provide feedback on applications, and will ensure greater transparency with the community on applications being submitted and decision being made.
5. Introduce formal and well managed parking management, including better management of construction parking (construction management plan), location for tradies to park off street, increased Ranger services, better signage and policy regarding parking provided and parking restrictions in all streets.
6. Encourage car parking design for adaptable use - recognising the possible change over time in the need for car parking and the substantial amount of space that will be taken up by this use.
7. Encourage increased electrical charge point provisions, car sharing and parking technologies.
8. Advocate for a local shuttle bus concept like what the Curtin uni – loop bus similar to #407 from Glendalough St. – feeding into the train/ bus station.
9. Advocate for more rapidly delivered improvements to the station (e.g. better pedestrian and cyclist access via pathways which are separated from vehicle movements).
10. Advocate for the construction of the new bus station.
11. Develop a program of action to deliver improved open spaces, pathways, lighting, cycleways and verge tree planting. Consider providing support for verge and private property tree planting by providing seedlings or stock free of charge to residents.
12. Engage with emerging local community groups to support improved community cohesion and activation of the neighbourhood.

Attachment A - Presentation Day 1

CANNING BRIDGE ACTIVITY CENTRE PLAN



If you weren't here.....

PollEv.com/ShapeUrban450



If you *don't* have a smartphone or the 'app' – see Rhys

Welcome

Welcome and Housekeeping

- Mobile Phones
- Bathrooms
- Emergency procedures

Welcome and Housekeeping

- Vicki, Anna, Kara, Trent, Rhys, Aaron, Matt
- Phone charging/calls
- Photos and privacy
- Tech support
- Relax – let the day unfold....!

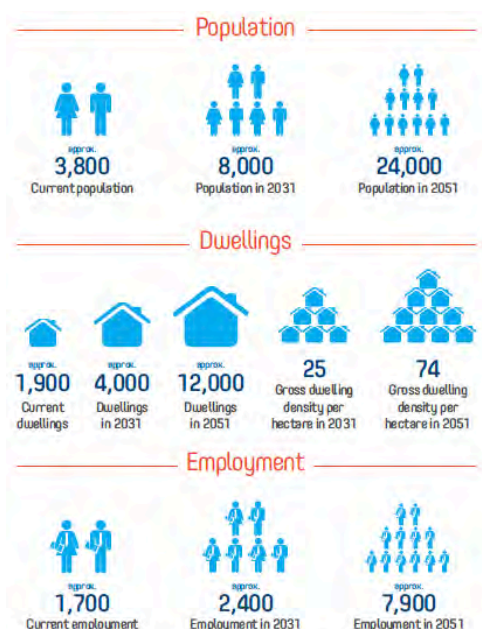
Introductions

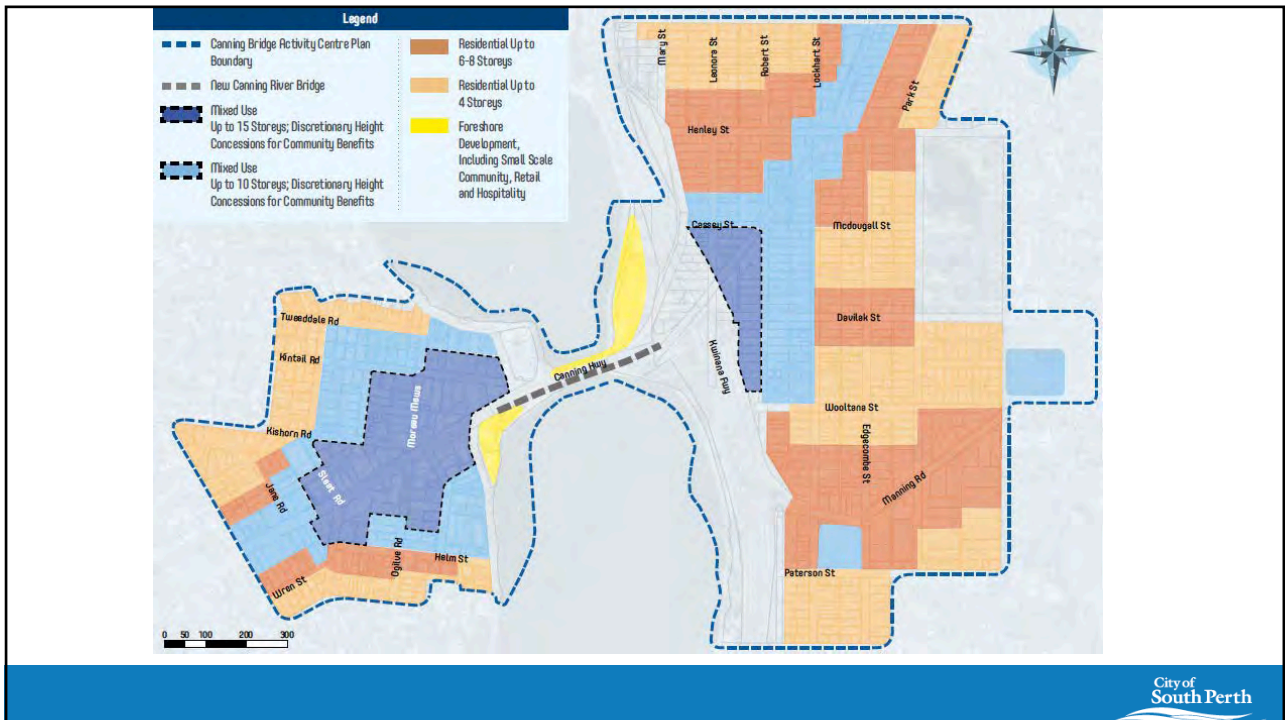
- Who are you, what made you come today?

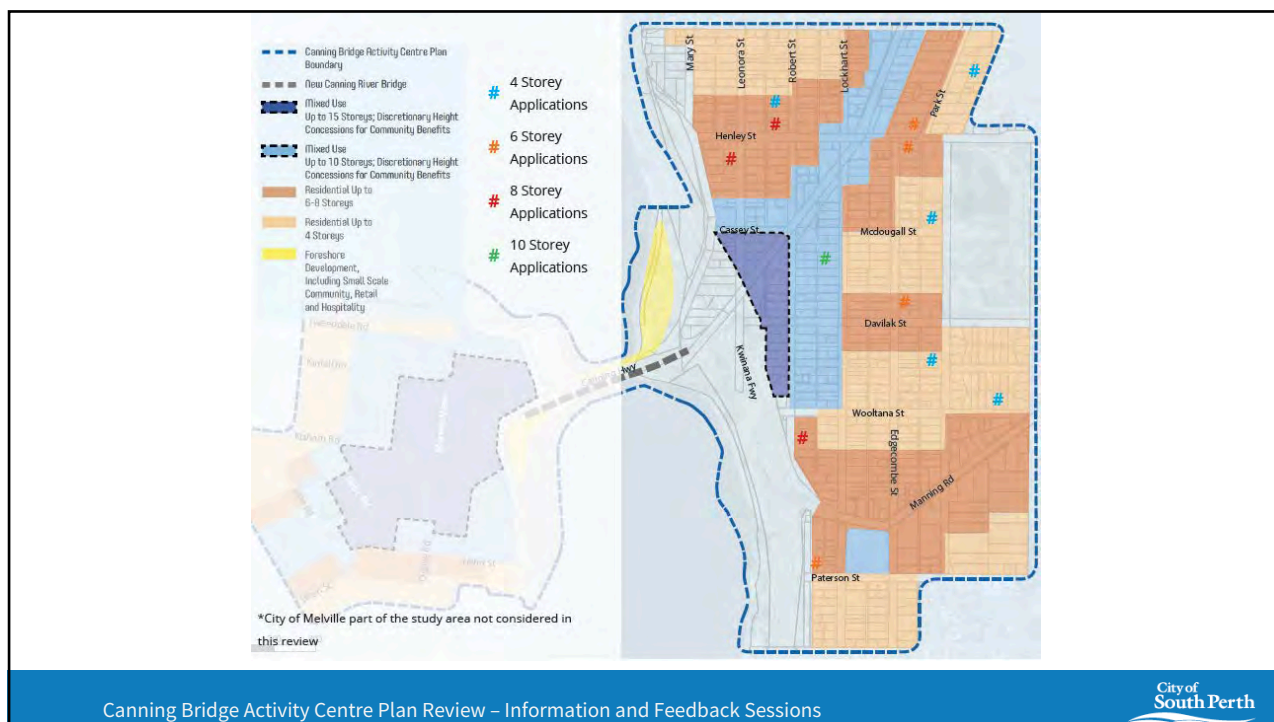
What is it?

- Canning Bridge Activity Centre Plan (CBACP) is a guide for development, focused on the Canning Bridge Station
- The CBACP includes planning guidelines for elements such as:
 - Height;
 - Setbacks;
 - Parking; and
 - Open space
- *This document replaces the provisions that would normally apply such as those in the R-Codes/Design WA*
- *The CBACP does not make anyone develop or require anyone to sell land*

Key Figures

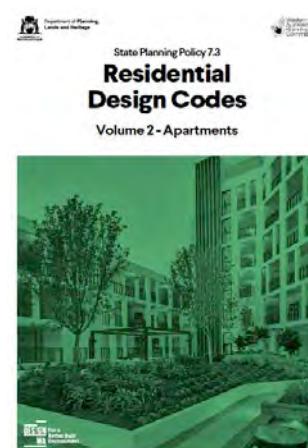






Why Review the CBACP?

- Council committed to a review after a short period of implementation. The City wants to make sure that the plan is operating in accordance with its goals and objectives
- It's not a 'redo'
- Looking at possible improvements and considering new State wide policy frameworks – e.g. DesignWA



REMIT

- Canning Bridge Activity Centre Plan (CBACP) is a guide for development, focused on the Canning Bridge Station
- Through a visioning process with the community, the CBACP was set and endorsed and increased development *will* occur in the precinct
- Given this:
 - What improvements can be made to reduce the impact of development whilst the precinct transitions from its current form?

Tips

- Be curious. Learn as much as you can.
- Keep an open mind.
- Focus on the remit – avoid going down rabbit holes.
- Just trying to find information to support a pre-existing point of view is NOT critical thinking. That is simply exercising confirmation bias.
- Remember that you are here as a citizen, to take into account what is best for the whole community; not necessarily what is best for you.
- Listen to each other. Work together. Make sure everyone is included.
- Trust the process.
- If something isn't working for you let us know – it is important you are not distracted from your task.

Let's Start

What changes have you noticed?

What changes have been positive for you?

What changes have not been so welcome?

What improvements can be made to reduce the impact of development whilst the precinct transitions from its current form?

Thinking about the review, what do you think is the highest priority for us to consider?

Make this a one or two word statement...

What improvements can be made to reduce the impact of development whilst the precinct transitions from its current form?

What do you think other community members would say is the highest priority for us to consider?

Take a few minutes to look over the engagement summary to see what others said.

Make this a one or two word statement...

What improvements can be made to reduce the impact of development whilst the precinct transitions from its current form?

And, thinking about the broader community what would you say is the biggest opportunity?

Make this a one or two word statement...

What improvements can be made to reduce the impact of development whilst the precinct transitions from its current form?

Community Benefits

Architects – what do they consider, how do they design for a site?

Trent Woods – Office Woods Architects

Design Review Panels

Barbara Gdowski – Manager State Design Review panel

AFTERNOON TEA

Architecture....

What advice (demands!) would you give to architects who were working in the precinct?

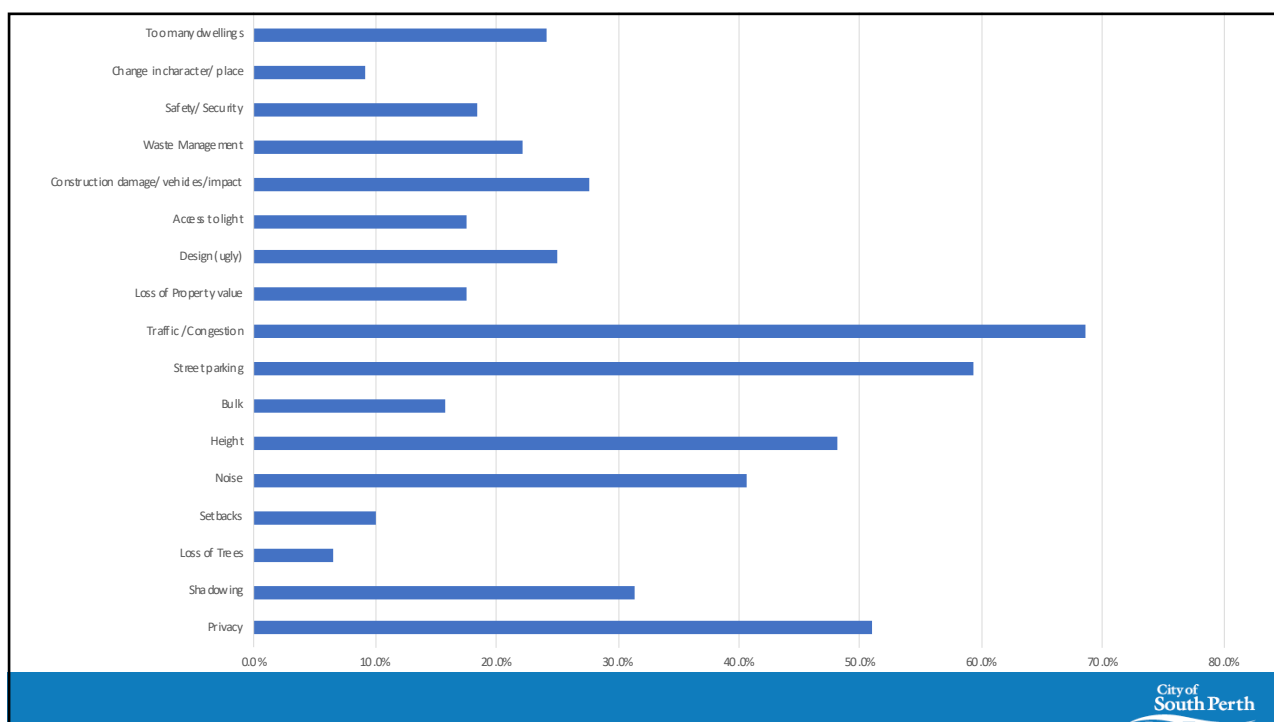
Design Review Panels

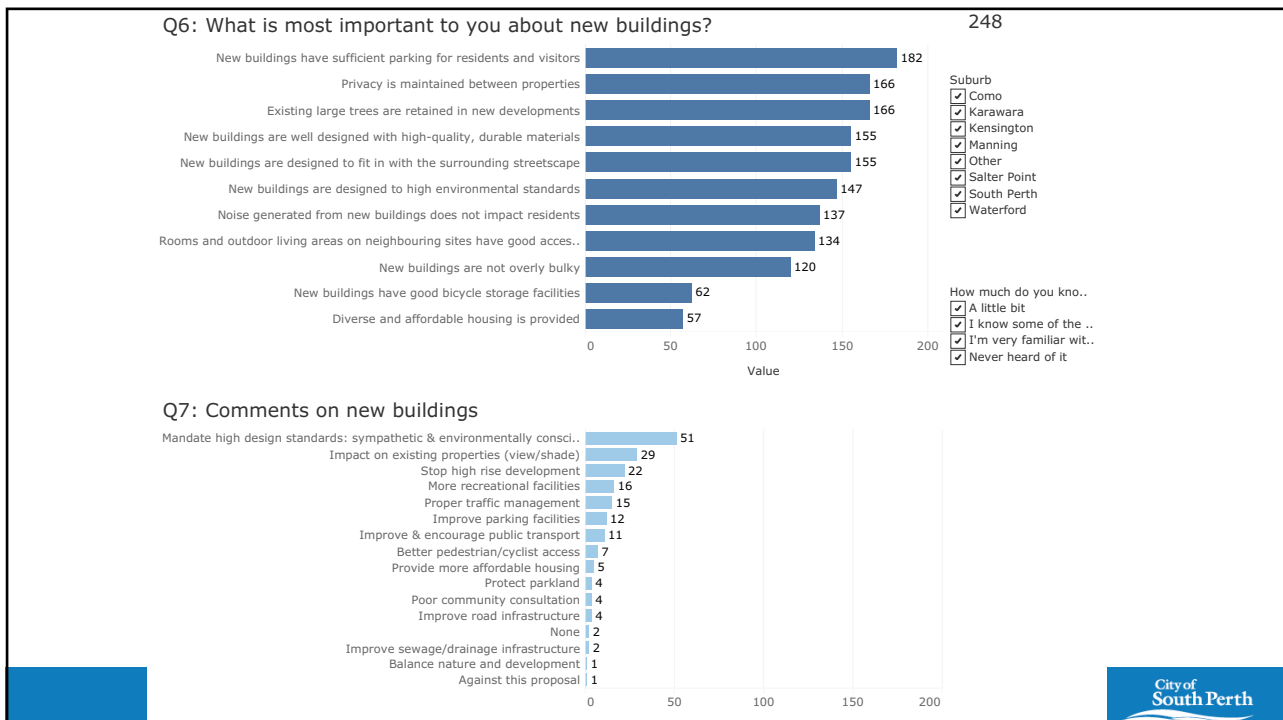
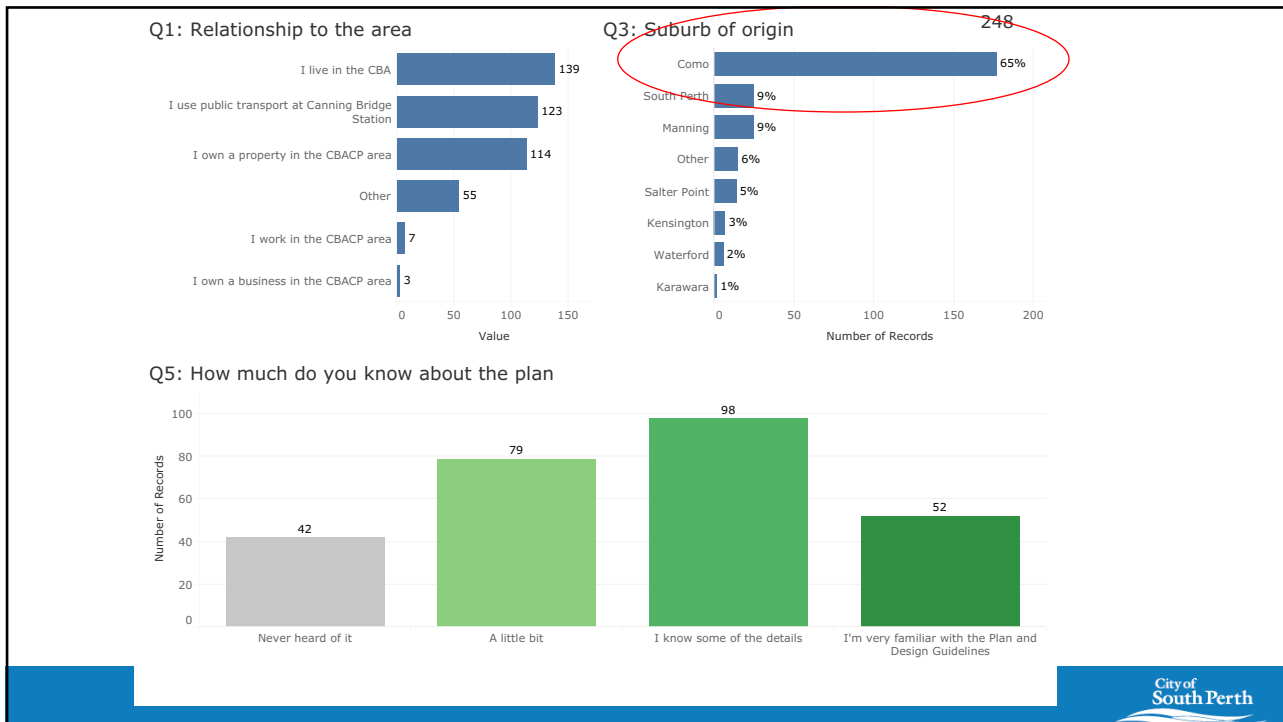
What opportunities do you see with the DRPs?

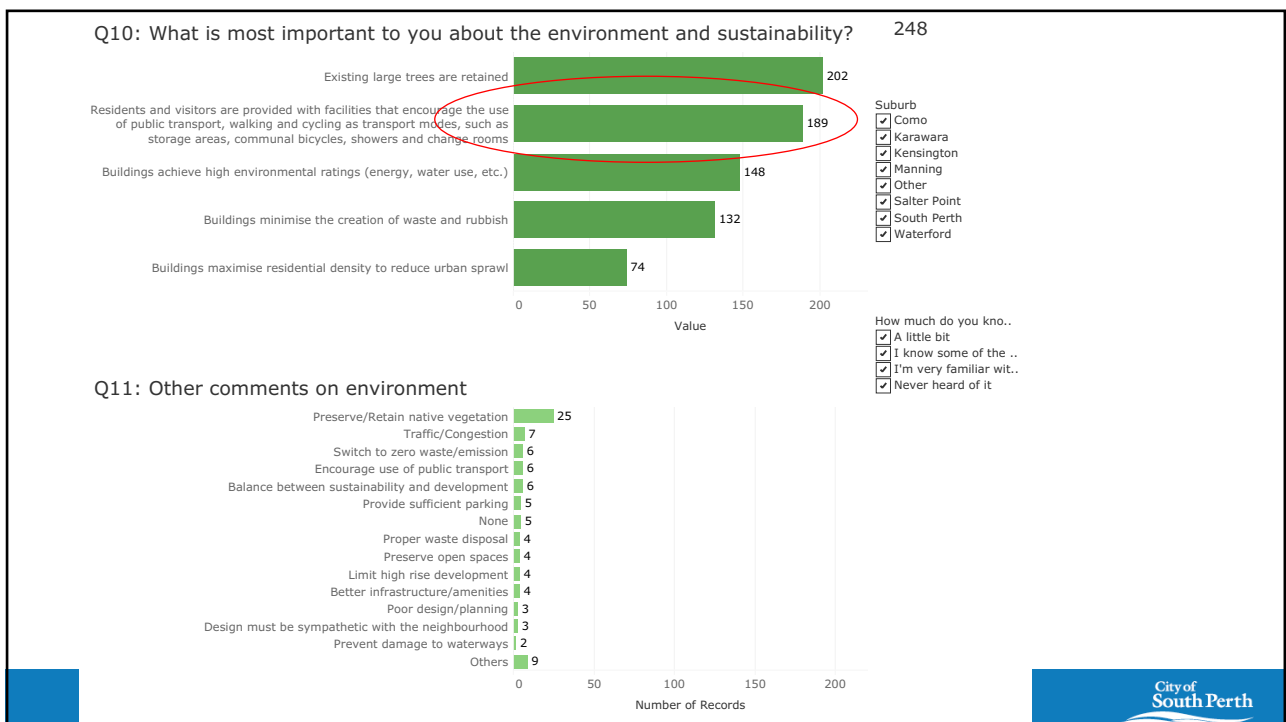
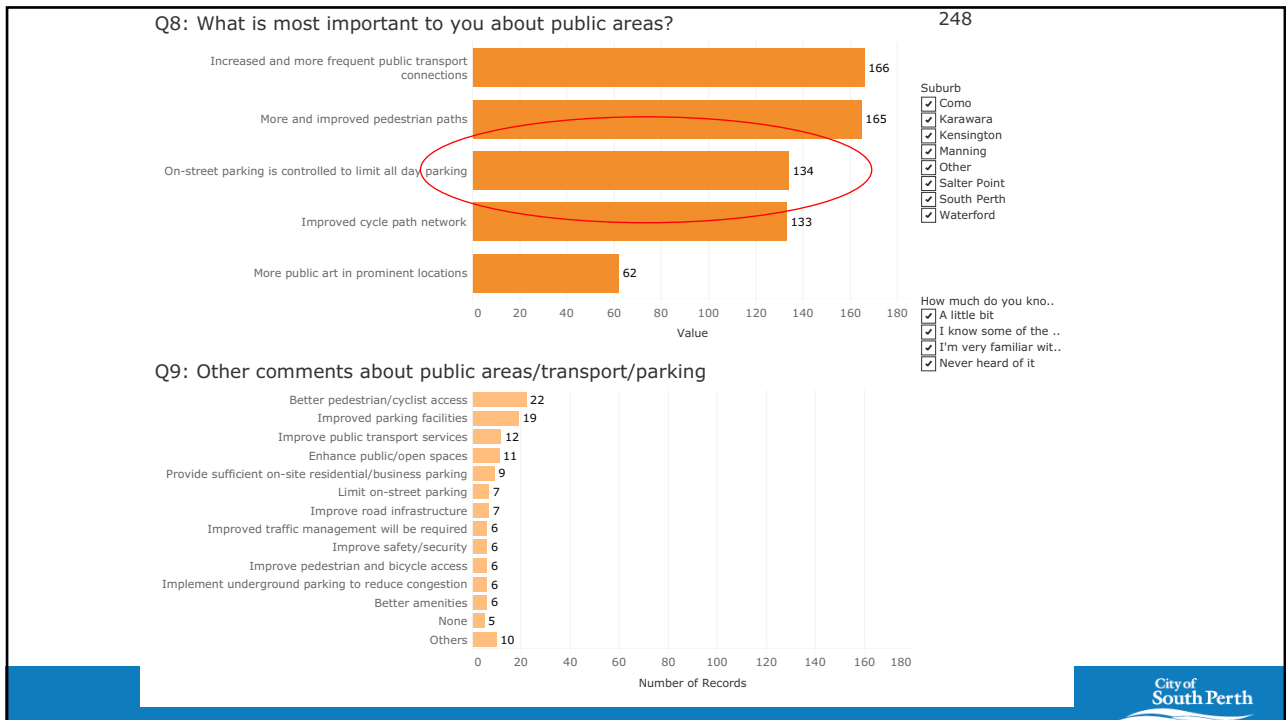
What concerns you about the DRP process?

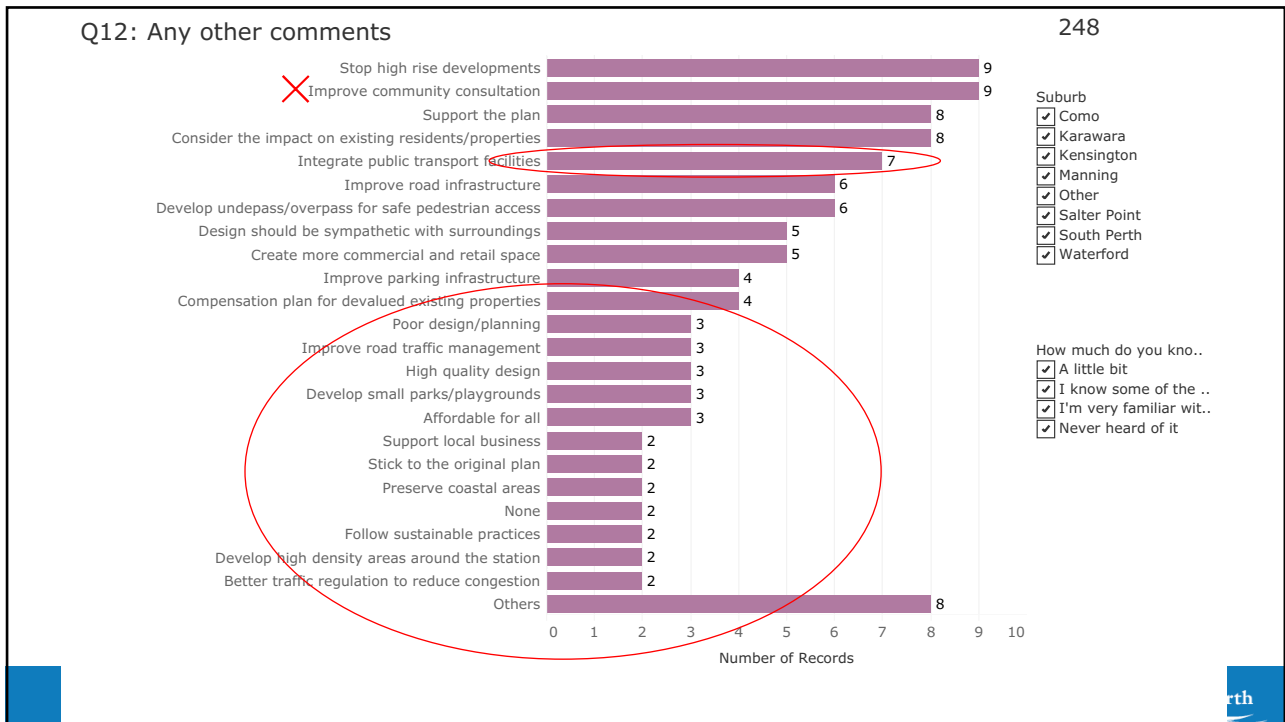
Key Themes

This is what the broader community told us.....









What should we do?

‘Gut feel’..... What would you suggest?

- Design Quality – High Standards
- Design character - integration
- Parking
- Privacy
- Access to sunlight
- Preserve/maintain trees
- Anything Else??

Share your thoughts...

- Each group present

Now you've had a bit more of a chance to think....

Thinking about the review, what do you think is the highest priority for us to consider?

What improvements can be made to reduce the impact of development whilst the precinct transitions from its current form?

[PollEv.com/ShapeUrban450](https://www.poll-ev.com/ShapeUrban450)



Thank You!!

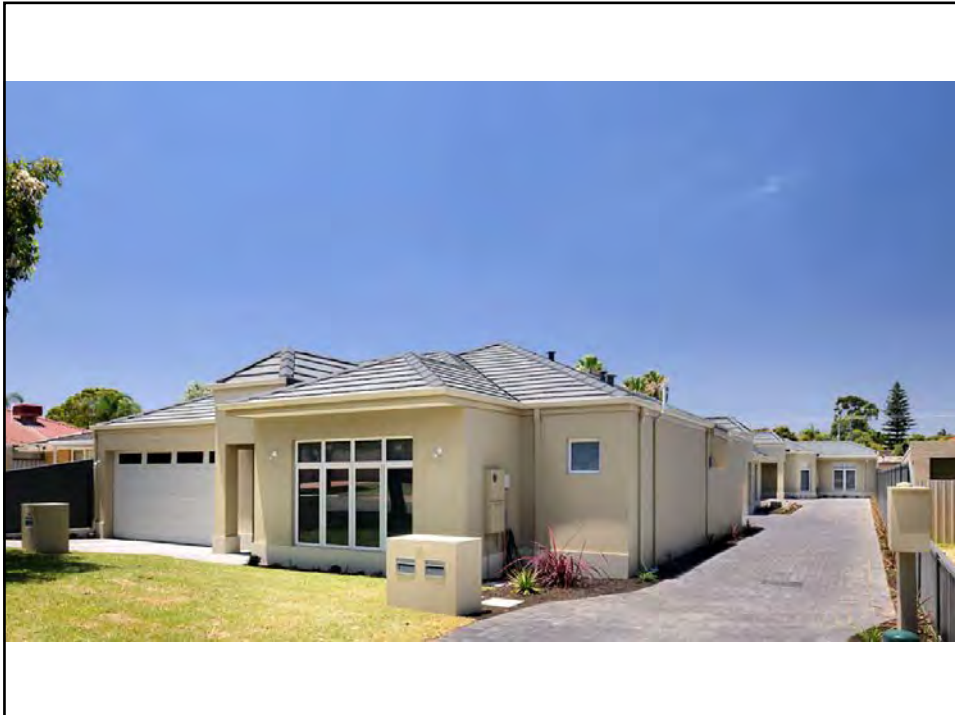
- We will send you an email shortly with a little re-cap
- Please make notes on the wall on the way out
- Please let us know what other information you need from us

Attachment B - Day 1

Presentation Trent Woods



CANNING BRIDGE

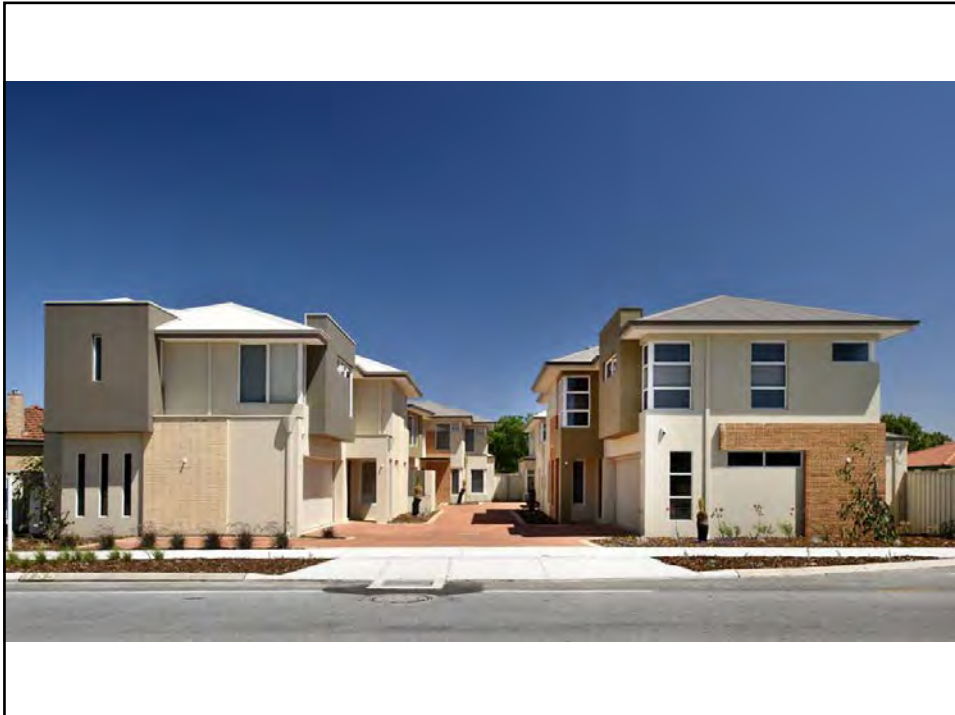




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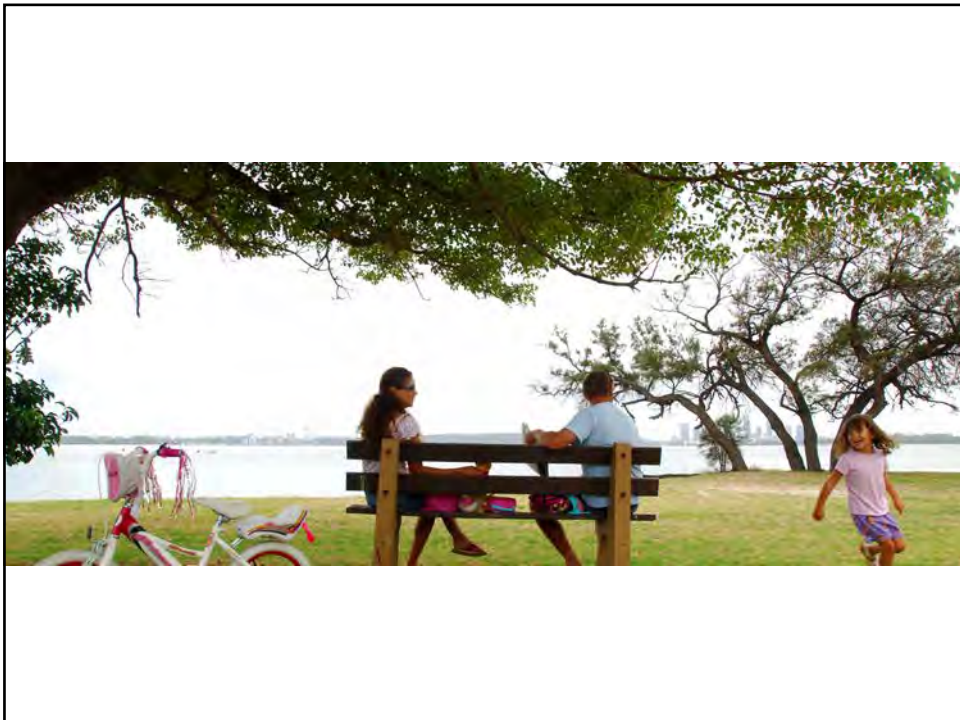
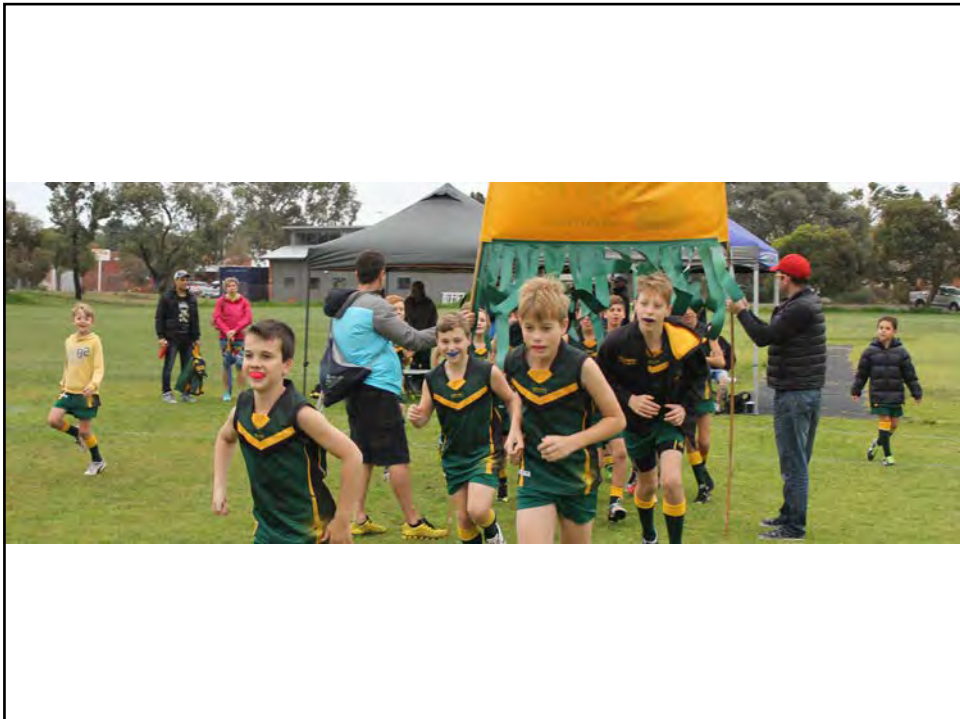
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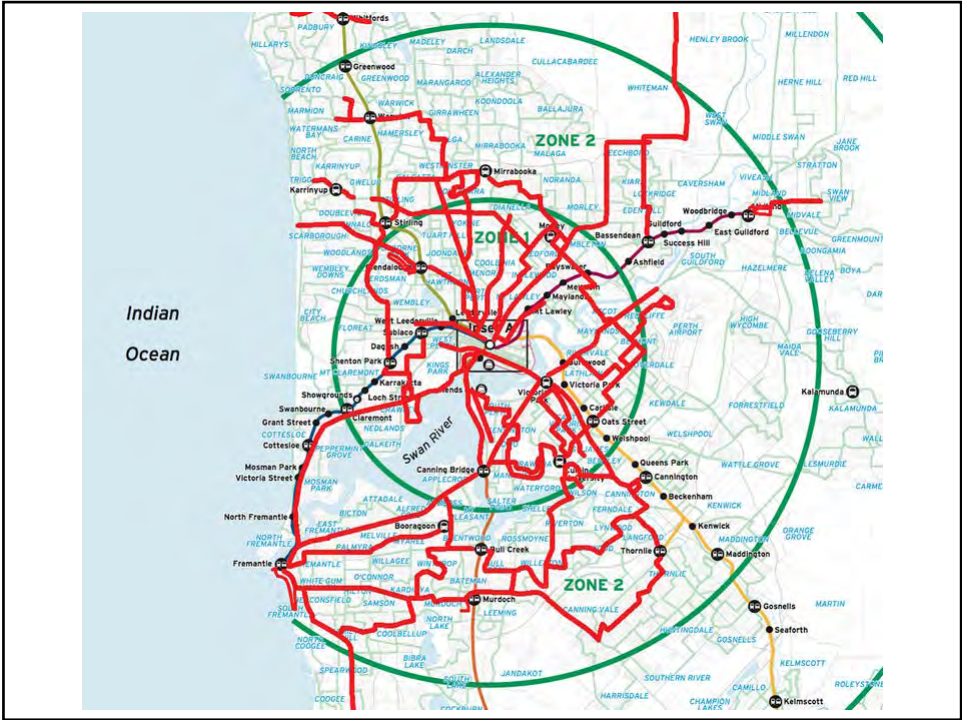


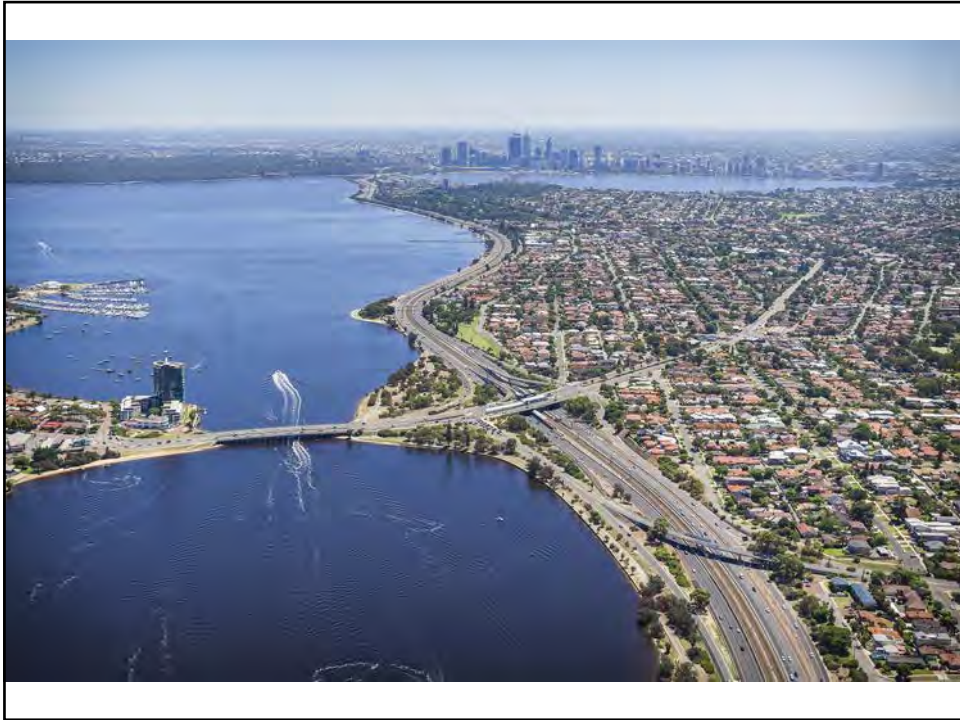


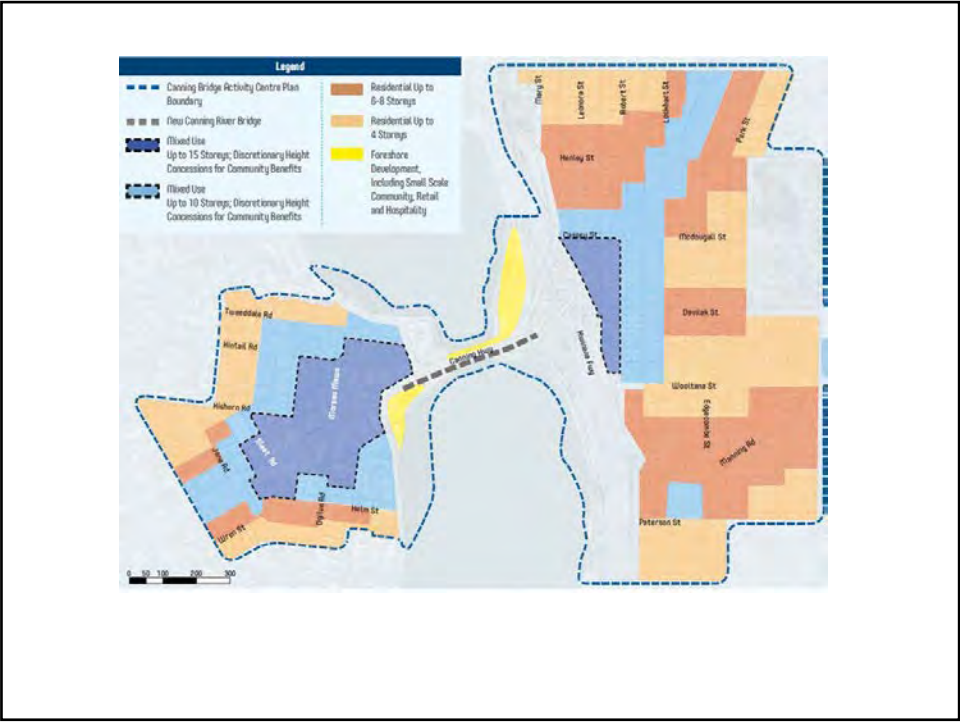














WHAT IS GOOD DESIGN ?

Ten Design Principles

- 1 Context and Character
- 2 Landscape Quality
- 3 Built Form and Scale
- 4 Functionality and Build Quality
- 5 Sustainability
- 6 Amenity
- 7 Legibility
- 8 Safety
- 9 Community
- 10 Aesthetics



1 Context and Character



2 Landscape Quality



2 Landscape Quality



3 Built Form and Scale



4 Functionality and Build Quality



4 Functionality and Build Quality



5 Sustainability



5 Sustainability



6 Amenity



6 Amenity



7 Legibility



8 Safety



9 Community



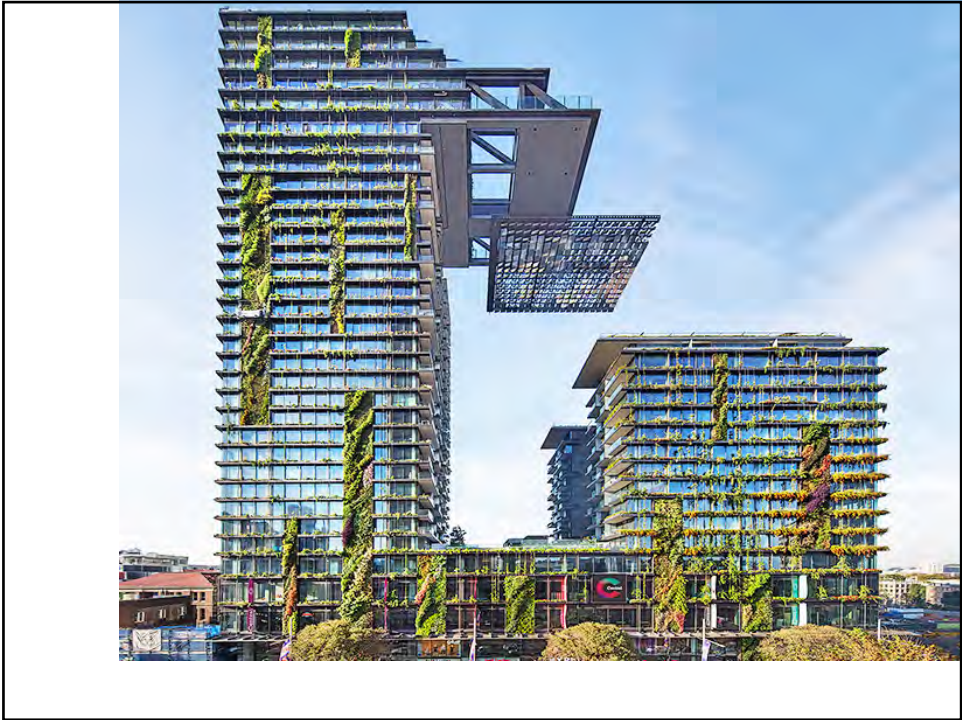
Claremont



South Perth Peninsular



Crawley



Thank-you

Attachment C - Day 1

Presentation Barbara Gdowski

Design Review

Office of the Government Architect

Level 1, 491 Wellington Street
Perth 6000
08 6551 9483
oga@dph.wa.gov.au

WHAT IS GOOD DESIGN?

Good design refers to how things work, not just how they look.

Good design is about functionality, performance and build quality as much as innovation and creativity.

Good design delivers better value for money as well as better buildings and places, particularly when attention is paid to the full cost of a building or place over its lifetime.

WHAT IS DESIGN REVIEW?

The process of independently evaluating the design quality of a built environment proposal.

It provides independent expert advice and informed assessment of proposals, guided by a set of design quality principles.

It offers consistently high standards in the quality of its advice.



3

10 PRINCIPLES OF EFFECTIVE DESIGN REVIEW:

- | | |
|-----------------------|---|
| 1. Independent: | Conducted by those not connected to the project |
| 2. Expert: | Carried out by suitably trained people trained in design review |
| 3. Multi-disciplinary | Includes architects, urban designers, planners, landscape, specialists |
| 4. Accountable | Advice must be clearly seen to work for the benefit of the public |
| 5. Transparent | Remit, membership, governance and funding – in the public domain |
| 6. Proportionate | Used on projects whose significance warrants the investment |
| 7. Timely | Takes place as early as possible in the design process |
| 8. Advisory | Does not make decisions but offers impartial advice to inform recommendations |
| 9. Objective | Appraises against measures that are reasoned and objective, rather than stylistic tastes of individual panel members. |
| 10. Accessible | Recommendations are clearly expressed in terms that design teams, decision makers and the public can all understand and make use of |

4

WHO CONDUCTS DESIGN REVIEW?

A panel of appropriately-trained, multi disciplinary built environment professionals, who are experienced in offering objective and constructive design advice.



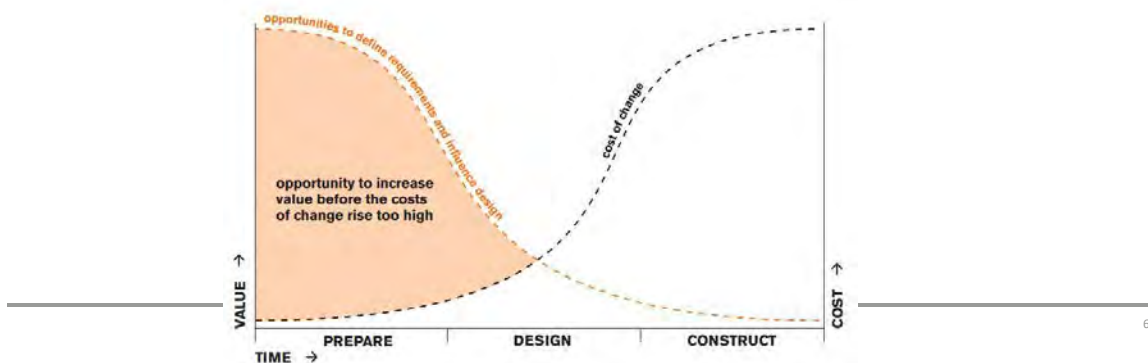
5

TIMING AND NUMBER OF REVIEWS

As early in the design process as possible: 1st – at concept design

Before Development Application is submitted

Three reviews are typically needed to be effective.



6

DESIGN REVIEW BENEFITS TO COMMUNITY:

Gain assurance that new developments make a positive contribution to the public realm, adjacent development, streetscape and surrounding community.

Provide confidence that new developments will contribute to the growth, quality and viability of neighbourhood centres.

Ensure that key issues such as traffic, parking, density, diversity and quality are considered.

Good design delivers environments that perform well for all users and the broader community.

7

WE NEED DESIGN REVIEW

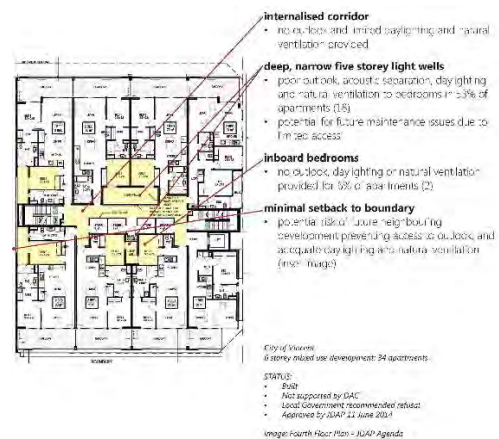


8

Poor quality housing is a major challenge for government and the community



Poor Internal Amenity



Poor Provision of Landscaping



Poor Streetscape Interface



Poor Built Form and Aesthetics



Tree Canopy Loss



2008

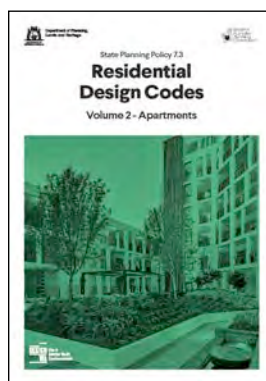
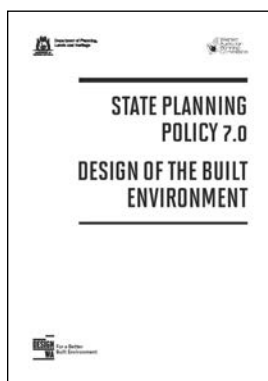


2017

Study Area: 218 Trees lost over 13 hectares (~17 trees/ha)



DESIGN WA STAGE ONE



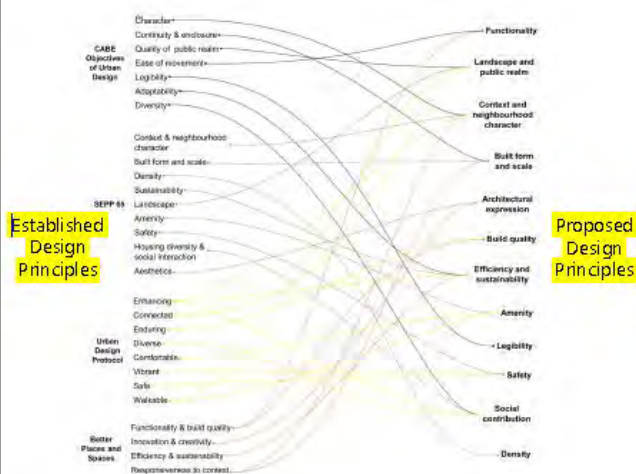
SPP 7.0



- Foundation to deliver good design outcomes.
- Robust design review and assessment processes.
- Applies to:
 - Large-scale structure planning
 - Public works
 - Development applications
 - Subdivision

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PRINCIPLES OF GOOD DESIGN



1. Context & Character
2. Landscape Quality
3. Built Form & Scale
4. Functionality & Build Quality
5. Sustainability
6. Amenity
7. Legibility
8. Safety
9. Community
10. Aesthetics

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PRINCIPLE 9: COMMUNITY

“Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction”



DESIGN REVIEW GUIDE



- Best-practice model for the establishment and operation of design review panels.
- Outlines the value of design review for community, design teams, developers and local governments.
- Includes model Terms of Reference and reporting templates.

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LOCAL GOVERNMENT DESIGN REVIEW PANELS

- Around two thirds of metro local governments already have or are establishing Design Review Panels.
- Value in a dedicated local or shared panel:
 - Familiarity with context, challenges and future desired character;
 - Ready access to independent expertise; and
 - Provides valuable in-house training.



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STATE DESIGN REVIEW PANEL (SDRP)

The SDRP will be a **highly experienced, multi-disciplinary panel** of built environment professionals from industry and government to undertake design review of:

- **Significant or strategic** State Government **projects**;
 - Projects referred from Ministers, WAPC, Heritage Council of WA and other government works agencies;
 - Major private sector projects when referred from a local government authority or statutory decision maker; and
 - Projects at JDAP where there is a request for information from a design review panel in order to assist decision making.
-

23

CASE STUDIES

BOTTLEYARD APARTMENTS

HANDLE PROPERTY GROUP | MJA STUDIO

COCKBURN CENTRAL APARTMENTS

FRASERS | CCN ARCHITECTS

BOTTLEYARD APARTMENTS

HANDLE PROPERTY GROUP

MJA STUDIO

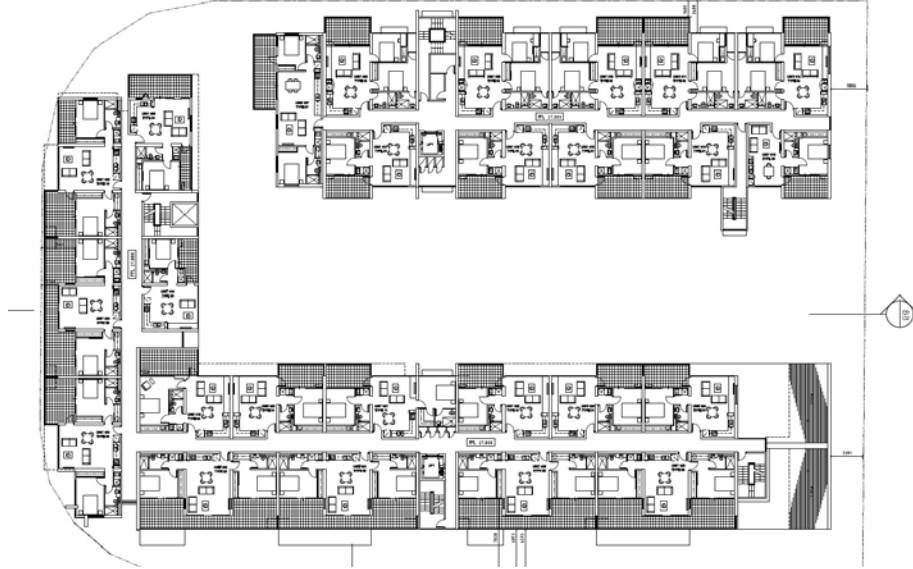


Image: MJA Studio/Dion Robeson

BEFORE

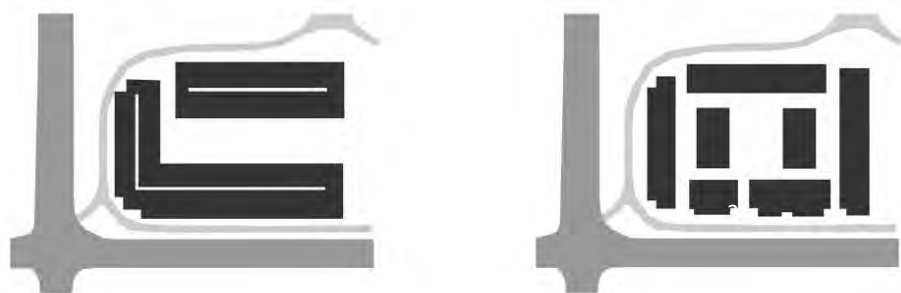


BEFORE



BEFORE









DRP COMMENTARY

“The DRP are satisfied that this proposal has **addressed all design review recommendations** very well and consider this project to be of a very high quality. The DAC supports and considers this proposal to have **achieved Design Excellence**. The DRP commends the applicant for their skill and willingness to engage in the DACs advice.”





AIA STATE AWARDS

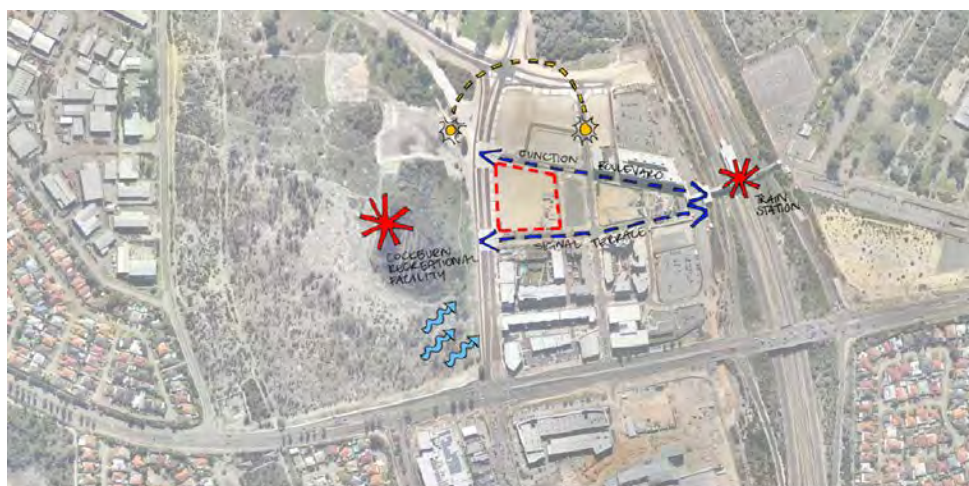
“ The Bottleyard by MJA Studio is a great example of an **affordable** apartment building development that creates an architecture to engage with its inner city vernacular and the Perth climate.”

"The architects have clearly succeeded in making this multi-residential project one that feels very **comfortable for the residents and embraced by the surrounding community.**"

- Jury Citation, Harold Krantz Award for Residential Architecture - Multiple Housing



COCKBURN CENTRAL – DR1



SITE ANALYSIS

Site 5 - Cockburn Central



COCKBURN CENTRAL – DR1



COCKBURN CENTRAL – DR1



COCKBURN CENTRAL – DR2



COCKBURN CENTRAL – DR2



COCKBURN CENTRAL – DR3

LEVEL 03



COCKBURN CENTRAL – DR3

ALL STAGES - 343 UNITS

	No.	Attainment %	Mandatory %
UNITS WITH 2 HOURS DIRECT SUNLIGHT BETWEEN 9AM & 3 PM	200	70%	70%
UNITS WITH OUTDOOR SPACE BENEFITING FROM NORTHERLY ASPECT	104	34%	70%
UNITS WITH SOLELY SOUTH FACING PRIMARY LIVING SPACE ASPECT	52	15%	10%



COCKBURN CENTRAL – DR3



COCKBURN CENTRAL – DR3



REPORTING

Design quality evaluation	
	Supported
	Pending further attention
	Not supported
Principle 1	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
Context and character	<p>1a. The design response to heritage context and character has improved:</p> <ul style="list-style-type: none"> A greater extent of heritage precinct materials – encouraged for use in the MQ guidelines – have been incorporated into the ground floor, podium and podium level landscaping. Art deco entry motifs have been used as a generator for reference patterning in the podium brickwork.
Principle 2	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
Landscape quality	<p>2a. A well-considered landscape plan has been provided with suitable species nominated for landscaping at ground and podium level.</p> <p>2b. Winter solar access to communal landscaping and facilities on podium has been considered.</p> <p>2c. An arboricultural report will be provided with the DA that confirms adequate setback and protection of heritage-listed trees along Victoria Avenue including ground water management, solar access and protection of canopy / root zone.</p> <p>2d. It was noted that all existing trees have been removed from the Shared Space Lane. The sizing of new trees was discussed and larger plantings are proposed - including a mature feature tree transplant - so as to provide a higher level of landscape amenity sooner, and to contribute to traffic calming in the Shared Space Lane.</p> <p>2e. The design approach to the Shared Space Lane has been revised to support a pedestrian priority use and ensure integration with the adjacent Public Open Space. The proponent team have collaborated with LandCorp to confirm that proposed materials will integrate well with the FCS design. A pedestrian "island" has been introduced and parking bays have been reduced to support this approach. Fencing / materials interface between the Shared Space Lane and Lot 38 will be considered once the proposal for Lot 38 is progressed.</p>

REPORTING

DR1 - Recommendations	DR2 - Response	DR3 - Recommendations	Workshop - Response
1. The site requires consideration to respond to the context of the site and the surrounding area. The site is located in the MQ guidelines and the site is located in the MQ guidelines.	DR1 (2017) The proposed development has been designed to respond to the context of the site and the surrounding area. The site is located in the MQ guidelines and the site is located in the MQ guidelines.		
2. The design approach to the site is consistent with the MQ guidelines and the site is located in the MQ guidelines.	SUPPORTED		
3. There is an arboricultural report to confirm adequate setback and protection of heritage-listed trees along Victoria Avenue.	NOT SUPPORTED The report will be provided with the DA that confirms adequate setback and protection of heritage-listed trees along Victoria Avenue including ground water management, solar access and protection of canopy / root zone.		SUPPORTED An arboricultural report will be provided with the DA that confirms adequate setback and protection of heritage-listed trees along Victoria Avenue including ground water management, solar access and protection of canopy / root zone.
4. Properly designed landscape plan with suitable species nominated for landscaping at ground and podium level.	SUPPORTED		
5. The design approach to the site is consistent with the MQ guidelines and the site is located in the MQ guidelines.	NOT SUPPORTED Further consideration of the design approach to the site is required to ensure the design approach is consistent with the MQ guidelines and the site is located in the MQ guidelines.		SUPPORTED The design approach to the site is consistent with the MQ guidelines and the site is located in the MQ guidelines.
6. The design approach to the site is consistent with the MQ guidelines and the site is located in the MQ guidelines.	SUPPORTED		
7. The design approach to the site is consistent with the MQ guidelines and the site is located in the MQ guidelines.	SUPPORTED		
8. The design approach to the site is consistent with the MQ guidelines and the site is located in the MQ guidelines.	SUPPORTED		
9. The design approach to the site is consistent with the MQ guidelines and the site is located in the MQ guidelines.	SUPPORTED		
10. The design approach to the site is consistent with the MQ guidelines and the site is located in the MQ guidelines.	SUPPORTED		
11. The design approach to the site is consistent with the MQ guidelines and the site is located in the MQ guidelines.	SUPPORTED		
12. The design approach to the site is consistent with the MQ guidelines and the site is located in the MQ guidelines.	SUPPORTED		
13. The design approach to the site is consistent with the MQ guidelines and the site is located in the MQ guidelines.	SUPPORTED		

REPORTING

Design Review progress			
	Supported		
	Pending further attention		
	Not supported		
	DR1	DR2	WORKSHOP
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			

IMPROVE EFFICIENCY

“To date, no application that has been through these design review processes has been deferred by the DAP, required an extension to processing time by the City or proponent, or been the subject of an appeal in SAT. The City of Cockburn attribute this to a number of factors, including the design review process.

Andrew Lefort, Manager Statutory Planning – City of Cockburn

IMPROVE EXPERTISE

“Applications where proponent teams have engaged collaboratively in pre-lodgement discussions typically experience a smoother approvals process within the statutory timeframes, as the application has been worked through to acceptable standard for submission of DA.

Rochelle Lavery, Director Future Life and Built Life – Town of Victoria Park

Office of the Government Architect

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Perth 6000
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oga@dph.wa.gov.au

Attachment D - Presentation Day 2

CANNING BRIDGE ACTIVITY CENTRE PLAN



What 'thing' most made you think since last week.....

PollEv.com/ShapeUrban450



If you *don't* have a smartphone or the 'app' – see Rhys

Welcome

Welcome and Housekeeping

- Elyse, Anna, Kara, Trent, Rhys, Aaron, Matt
- Mobile Phones
- Bathrooms
- Emergency procedures

Housekeeping

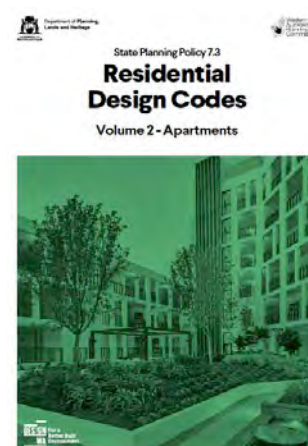
- Requests from last week (on the table):
 - Design Review information
 - Transport studies
 - Current applications
 - Housing typologies
- Other requests
 - Approved public benefits
 - JDAP decisions

Reminder/Recap

- Canning Bridge Activity Centre Plan (CBACP) is a guide for development, focused on the Canning Bridge Station
- The CBACP includes planning guidelines for elements such as:
 - Height;
 - Setbacks;
 - Parking; and
 - Open space
- *This document replaces the provisions that would normally apply such as those in the R-Codes/Design WA*

Why Review the CBACP?

- Council committed to a review after a short period of implementation. The City wants to make sure that the plan is operating in accordance with its goals and objectives
- It's not a 'redo'
- Looking at possible improvements and considering new State wide policy frameworks – e.g. DesignWA



REMIT

- Through a visioning process with the community, the CBACP was set and endorsed and increased development *will* occur in the precinct
- Given this:
 - What improvements can be made to reduce the impact of development whilst the precinct transitions from its current form?

Tips

- Focus on the remit – recommendations from you are important, but need to be about what we can influence.
- Remember that you are here as a citizen, to take into account what is best for the whole community; not necessarily what is best for you.
- Listen to each other. Work together. Make sure everyone is included.
- If something isn't working for you let us know – it is important you are not distracted from your task.

Public Benefits

- You said:
 - Urban Forest – 16 votes
 - Open Space access within 400m – 14 votes
 - Safe crossing points – 12 votes
 - Cafes – 10 votes
 - Shops/groceries – 10 votes
 - Paths – better – 9 votes
 - (Restaurants – 6 votes)

Incentives (H8*, M10, M15)

- Minimum site area requirements
 - M15 – 2,600m²
 - M10 – 2,000m²
 - Anywhere:
 - greater than 10 stories minimum
1,800m²
 - greater than 6 stories minimum
1,200m²
- 6 star rating
- Street interface improvements
- Public landscaped areas
- Public facilities (toilets, showers etc)
- Improved pedestrian networks
- Aged care
- Road widening
- Car parking
- Meeting spaces/community

Public Benefits

- You asked for examples:

Cirque

- Pedestrian and vehicle mid block access.
- Community Space (~120 sqm) ceded to Council
- Public end of trip facilities
- Public parking facilities

Public Benefits

- You asked for examples:

Precinct

- Community Space (~120 sqm) ceded to Council and provided to Rowing Club.
- Public end of trip facilities
- Public parking facilities ceded to Council
- Upgrade, landscaping and maintenance of land under PCA

Public Benefits

- You asked for examples:

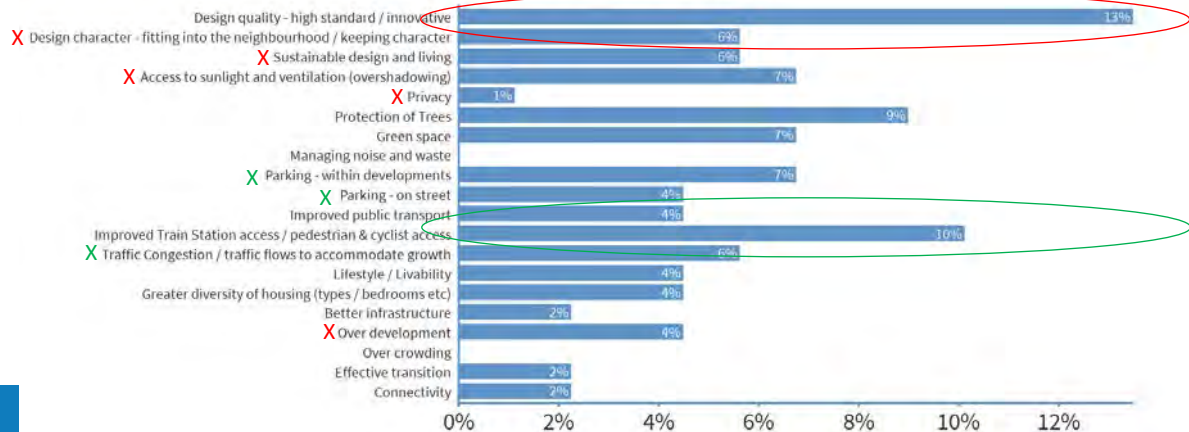
Sabina

- Laneway providing Piazza and activated mid block access.
- Ceding of land for Road widening
- Share Car scheme

Priorities

What do you think is the highest priority for us to consider in the review?

Poll locked. Responses not accepted.



Priorities

Things outside the remit

- Green space
- Improved public transport
- Improved train station access
- Better infrastructure (essential services)
- Better infrastructure (paths and access)
- Broader issues of connectivity

Have a relationship with the development of the precinct, and potential relationship with public benefit contributions

Quick Wins

- Waste management
 - Better quality applications – 3D perspectives
 - Parking management
- *Note: community benefit incentive for good design....*

Design Quality

What is it that most impacts design quality/amenity?

- Setbacks
- Overshadowing
- Privacy
- Height
- Star ratings - sustainability

Design Quality – elements for consideration

Trent Woods – Office Woods Architects

Design Quality – developing recommendations

1. How would you approach the key impacts (personally)?
2. As a group, what do you recommend?
3. Prepare your statement of recommendation together for presenting

Design recommendation – this is about the ‘rules’

Process recommendation – e.g. the design review process

*What improvements can be made to reduce the impact of development
whilst the precinct transitions from its current form?*

[PollEv.com/ShapeUrban450](https://pollev.com/ShapeUrban450)



Architecture....

What advice (demands!) would you give to architects who were working in the precinct?

AFTERNOON TEA

Traffic, Transport and the Parking issues

Chris Swiderski – Flyt

Transport – developing recommendations

1. What would you recommend (personally)?
2. As a group, what do you recommend?
3. Prepare your statement of recommendation together for presenting

‘Requirements’ recommendation

Process recommendation – e.g. Local Government actions

What improvements can be made to reduce the impact of development whilst the precinct transitions from its current form?

[PollEv.com/ShapeUrban450](https://pollev.com/ShapeUrban450)



Trees and Open Space

- M15 and M10 Zone - 75% of the overall site area. Can be landscaped rooftop terraces, or gardens, green walls, podiums and communal open space areas. Large balconies (12m² or greater) can be included
- H8 Zone - 30% open space. Shared common space at ground levels and/or roof.
- H4 Zone - 40% open space. Shared common space at ground levels and/or roof.
- No provision or requirement of deep soil zones
- Design WA does not require for

Trees and open space – developing recommendations

1. What would you recommend (personally)?
2. As a group, what do you recommend?
3. Prepare your statement of recommendation together for presenting

‘Requirements’ recommendation

Process recommendation – e.g. Local Government actions

What improvements can be made to reduce the impact of development whilst the precinct transitions from its current form?

[PollEv.com/ShapeUrban450](https://pollev.com/ShapeUrban450)



City of
South Perth

Incentives (H8*, M10, M15)

- Minimum site area requirements
 - M15 – 2,600m²
 - M10 – 2,000m²
 - Anywhere:
 - greater than 10 stories minimum
1,800m²
 - greater than 6 stories minimum
1,200m²
- 6 star rating
- Street interface improvements
- Public landscaped areas
- Public facilities (toilets, showers etc)
- Improved pedestrian networks
- Aged care
- Road widening
- Car parking
- Meeting spaces/community

City of
South Perth

Incentives – developing recommendations

1. Would you recommend any others (personally)?
2. As a group, what do you recommend?
3. Prepare your statement of recommendation together for presenting

‘Requirements’ recommendation

What improvements can be made to reduce the impact of development whilst the precinct transitions from its current form?

[PollEv.com/ShapeUrban450](https://pollev.com/ShapeUrban450)



Recap Recommendations

Thank You!!

- We will send you a summary this week of both days consolidated
- Please make notes on the wall on the way out if you have any other comments
- Please get involved in the next phase which is communicating the recommendations to others

Attachment E - Day 2

Presentation Trent Woods



**STATE PLANNING
POLICY 7.0
DESIGN OF THE BUILT
ENVIRONMENT**

**Design Review
Guide**

Guidance for local governments to set up and operate
design review processes



Ten Design Principles

- 1 Context and Character
- 2 Landscape Quality
- 3 Built Form and Scale
- 4 Functionality and Build Quality
- 5 Sustainability
- 6 Amenity
- 7 Legibility
- 8 Safety
- 9 Community
- 10 Aesthetics



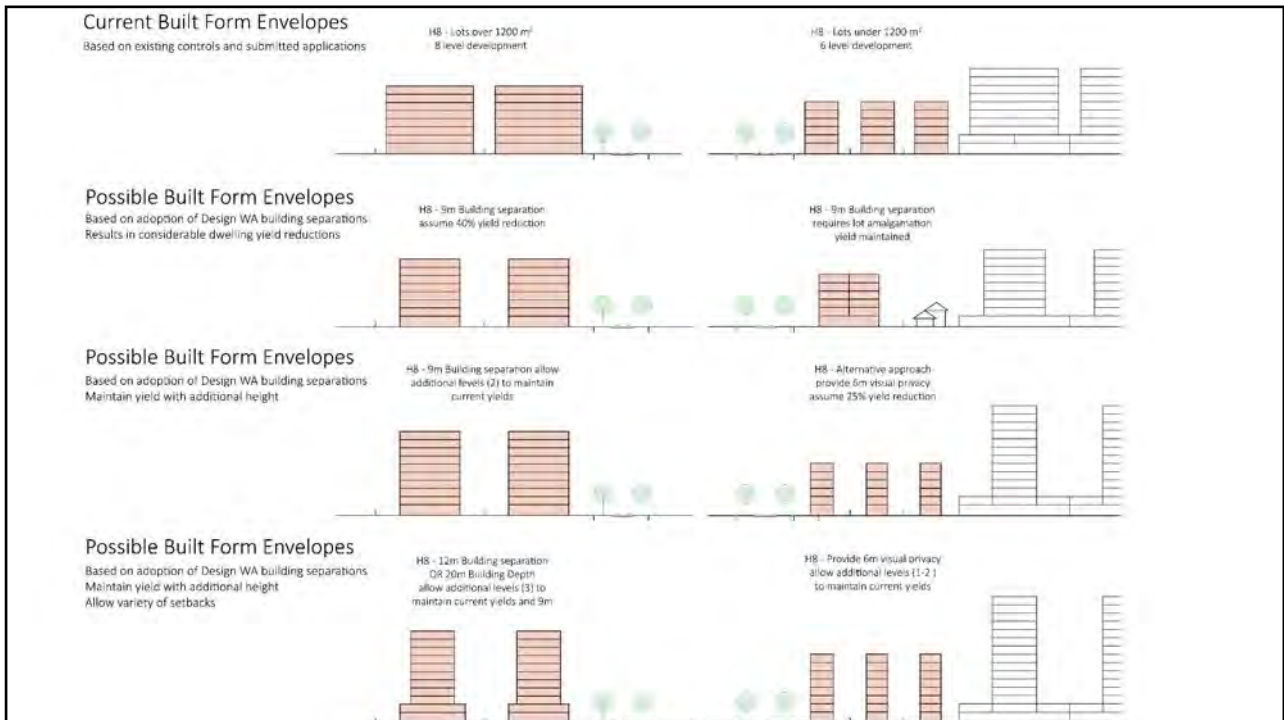
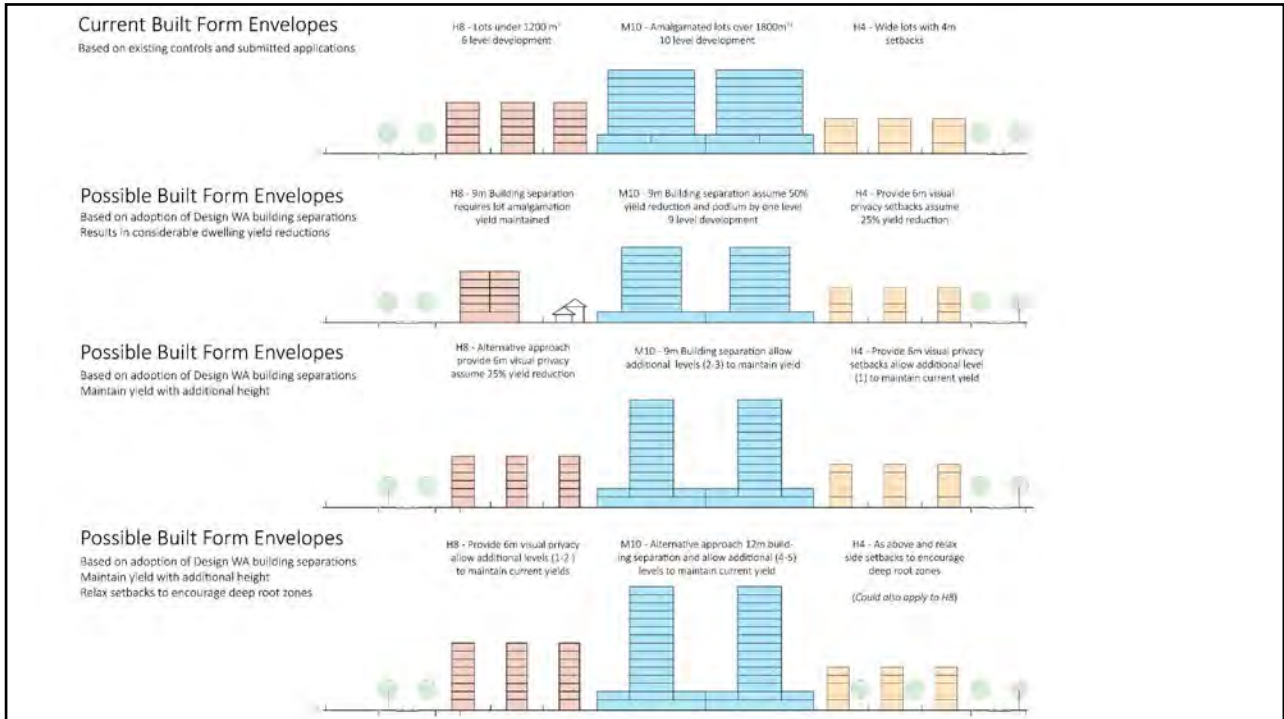
State Planning Policy 7.3
**Residential
 Design Codes**
 Volume 2 - Apartments

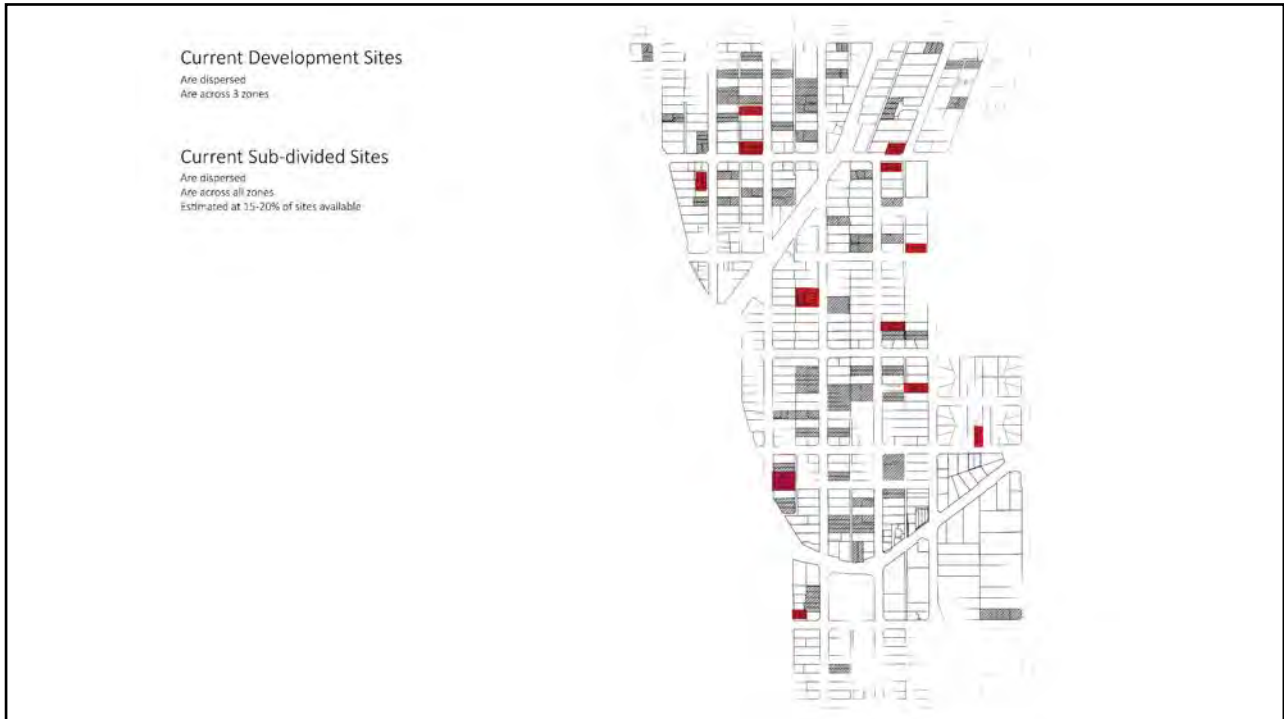


2.1

Table 2.1 Primary controls table

Development controls and objectives	Applies to R-Code areas, default settings apply unless alternative provisions defined in local planning instruments						Applicable where designated by local government in local planning scheme, activity centre plan, structure plan, local development plan, local planning policy				
	Low-rise residential	Medium-rise residential	High-density urban residential	Neighbourhood Centre	Medium-rise urban centres	Higher density urban centres	Planned areas				
Site R-Coding	R60	R50	R60	R50	R100	R150	R-AC1	R-AC3	R-AC2	R-AC1	R-AC0
Building height (storeys) Table 2.2	1	2	3	4	5	5	2	2	7	5	
Equity wall height (storeys) ¹ Table 2.2	1*	1*	2*	2*			2	2	6		
Minimum primary and secondary street setbacks Table 2.3	4m*	2m*	2m*	2m*	2m*	2m or 50% of 1	2m or 50% of 1	2m or 50% of 1	2m or 50% of 1	2m or 50% of 1	Refer to local planning scheme, local development plan and/or precinct controls as applicable
Minimum side setbacks Table 2.3	2m*	2m*	2m*	2m*	2m*	2m*	2m*	2m*	2m*	2m*	
Minimum rear setbacks Table 2.3	2m*	2m*	2m*	2m*	2m*	2m*	2m*	2m*	2m*	2m*	
Minimum average value rear setback where building height exceeds 10m Table 2.3	2m*	2m*	2m*	2m*	2m*	2m*	2m*	2m*	2m*	2m*	
Plot ratio ² Table 2.4	0.6	0.7	0.8	0.8	0.8	0.8	1.0	1.0	1.0	1.0	
Notes	¹ Where the building is a lot boundary, where it applies to building for residentially zoned land, it applies to the lot boundary. ² Where the building is a lot boundary, where it applies to building for residentially zoned land, it applies to the lot boundary. ³ Where the building is a lot boundary, where it applies to building for residentially zoned land, it applies to the lot boundary. ⁴ Where the building is a lot boundary, where it applies to building for residentially zoned land, it applies to the lot boundary. ⁵ Where the building is a lot boundary, where it applies to building for residentially zoned land, it applies to the lot boundary. ⁶ Where the building is a lot boundary, where it applies to building for residentially zoned land, it applies to the lot boundary. ⁷ Where the building is a lot boundary, where it applies to building for residentially zoned land, it applies to the lot boundary. ⁸ Where the building is a lot boundary, where it applies to building for residentially zoned land, it applies to the lot boundary. ⁹ Where the building is a lot boundary, where it applies to building for residentially zoned land, it applies to the lot boundary. ¹⁰ Where the building is a lot boundary, where it applies to building for residentially zoned land, it applies to the lot boundary. ¹¹ Where the building is a lot boundary, where it applies to building for residentially zoned land, it applies to the lot boundary.										





Attachment F - Day 2

Presentation Chris Swiderski

Canning Bridge Activity Centre Plan Review

Movement Network



Parking

Parking and traffic are major concerns in redevelopment areas. Recent research as part of the Residential Design Codes of Australia - Apartments (DesignWA) project of nearly 3,000 residential parking bays for 34 development sites around the Metropolitan Region, including some within the City of South Perth, found that the average ratio of parking bays per residential unit (not including visitor bays) for locations within walking distance to Train Stations were:

- Within 300m – 1.09 bays per dwelling
- Between 300m and 800m – 1.20 bays per dwelling
- Over 800m – 1.33 bays per dwelling.

Walking distance to Stations is a key measure as over 20% of all trips starting from Canning Bridge Station are from people walking to the Train.

The research then examined use of those bays and there was a consistent level of overnight occupancy throughout the Metropolitan region of 70-75%.

In other words, even when taking into account unit occupancy and other factors, around 25% of bays allocated to residential dwelling units are typically not used overnight.

Across the metropolitan area, provision of parking is greater than the research suggests is required per dwelling or the type of parking is not providing for users at different times.

The current requirement for parking within the Canning Bridge Activity Centre Plan is listed in the Table below, which shows a comparison between the CBACP and other locations.

The requirement in the South Perth area differs slightly from Melville as the City of Melville has introduced maximum parking bay provision for residential units, as is the case within DesignWA.

Framework	Bed rooms	Min.	Max.	Visitor
State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments in Activity Centres (Design WA)	1	0.75	-	1:4 (+15 units)
	2+	1	-	1:8 (13+ units)
Scarborough Beach Redevelopment Guidelines	-	0.75	1.5	-
Subiaco Activity Centre	1	0.8	1.25	1:4 (+12 units)
	2+	1	1.5	1:8 (+13 units)
Canning Bridge Activity Centre Plan (City of Melville)	1	0.75	1	-
	2-3	1	1.5	-
	4+	1.25	2	-
Canning Bridge Activity Centre Plan (City of South Perth)	1	0.75	-	-
	2-3	1	-	-
	4+	1.25	-	-



On-Street Parking

On-street parking issues within redevelopment areas is often raised as an amenity issue by existing residents and businesses. Parking occupancy on-street is a result of commuting activity, employees from local businesses using on-street bays, visitors to residential or commercial premises and construction activities. All of these users groups, at different times of the day, can create perceived or real issues with parking occupancy and taking up space that could be used more efficiently.

To understand use of on-street bays, surveys were completed in the area that recorded the number of vehicles parked at certain times. These surveys showed that:

- During a typical business weekday morning, there was an average of around 240 vehicles parked on streets in the area.
- During the early evening, when there were no or few commuting or employee vehicles parked on-street, there was an average of 90 vehicles parked on streets in the area.

Much of the present on-street parking is related to commuters and construction activities – some streets are indeed parked out during the day time. Outside of business hours, there are few areas where on-street parking would be perceived as an issue or at capacity.

On-street parking can be managed through time and restriction controls that are overseen and enforced by the City of South Perth. Some of these controls, such as restricting use of street space by time limit, permit parking or using no-stopping controls, are common place already in the South Perth Peninsula.

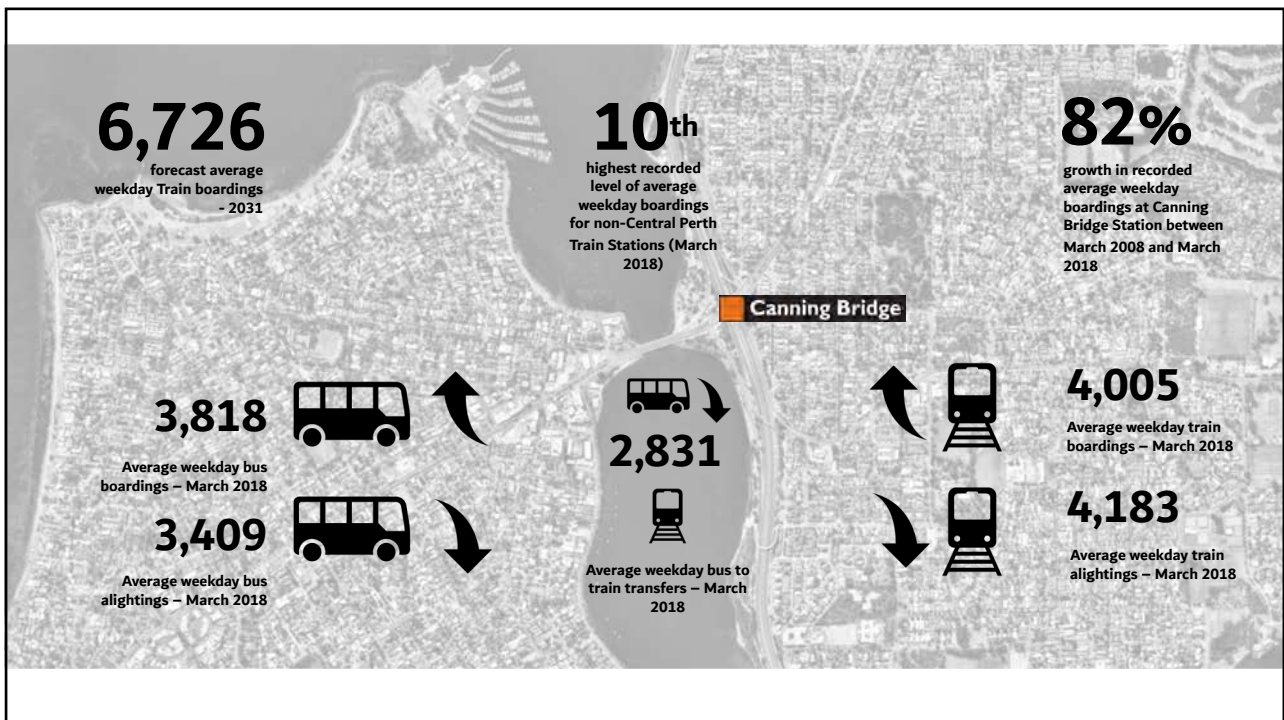
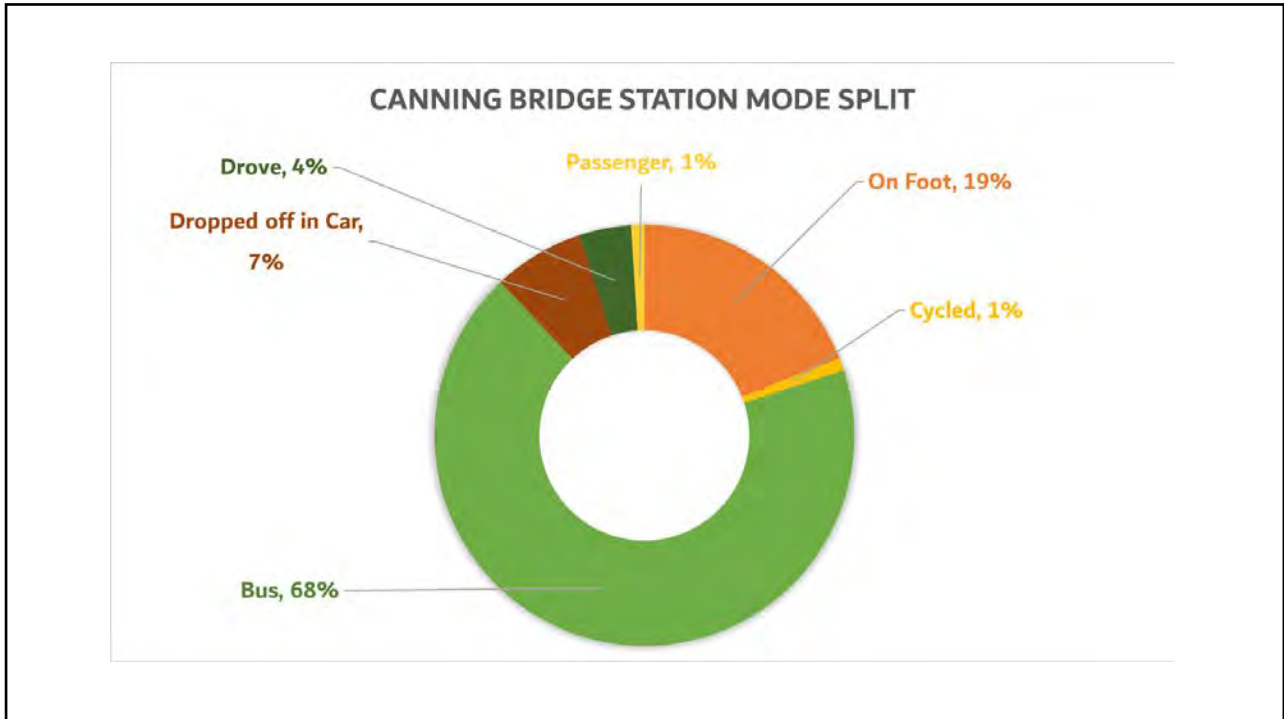
Timed and restriction controls allow for:

- Removing on-street commuting parking around the Station which results in space being used all day.
- Ensuring that residential properties have access to on-street parking for trades and services and other visitors.
- Prioritising certain on-street parking bays, for instance for deliveries, permit holders or ACROD permit holders.
- Ensuring visitors to commercial premises can access short-term parking bays which help support local visitors.
- Managing the amount of traffic on local streets, especially during peak periods.



Without management many of the issues observed presently would be exacerbated, reducing the amenity of the area and impacting on existing and future residents and businesses.

Providing a higher number of parking bays would likely increase the overall volume of traffic by encouraging greater use of private vehicles for trips – especially during peak travelling hours. This would have further implications for the local street network and also impact pedestrians, cyclists and public transport users.



Off-street Parking

Parking within sites is a balance between a range of factors, such as what the demands are and how much traffic those bays generate.

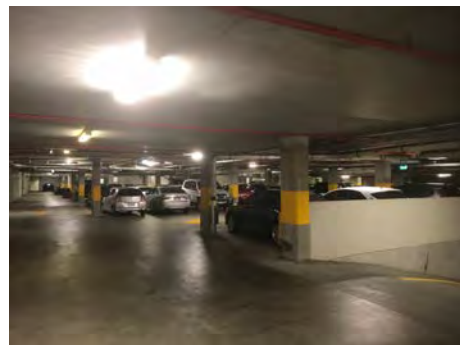


State Planning Policy 7.3
**Residential
Design Codes**
Volume 2 - Apartments



Visitor Parking

- How much visitor parking should be provided on sites?
- What is that visitor parking used for and how is it controlled?



Centralised Parking

- Should visitor and commercial parking be centralised in one structure?
- Who pays?
- Where would it be located?
- Which street provides access
- Controlling certain types of parking



Manage Parking

- Ability to manage the type of parking
- Uses on-street space
- Not all streets are capable of having parking
- Removes Commuter based parking on-streets
- Reduces need for substantial on-site parking



State Planning Policy 7.3
Residential Design Codes
Volume 2 - Apartments



Attachment G - Fact Sheets

Parking

Parking and traffic are major concerns in redevelopment areas. Recent research as part of the Residential Design Codes of Australia - Apartments (DesignWA) project of nearly 3,000 residential parking bays for 34 development sites around the Metropolitan Region, including some within the City of South Perth, found that the average ratio of parking bays per residential unit (not including visitor bays) for locations within walking distance to Train Stations were:

- Within 300m – 1.09 bays per dwelling
- Between 300m and 800m – 1.20 bays per dwelling
- Over 800m – 1.33 bays per dwelling.

Walking distance to Stations is a key measure as over 20% of all trips starting from Canning Bridge Station are from people walking to the Train.

The research then examined use of those bays and there was a consistent level of overnight occupancy throughout the Metropolitan region of 70-75%.

In other words, even when taking into account unit occupancy and other factors, around 25% of bays allocated to residential dwelling units are typically not used overnight.

Across the metropolitan area, provision of parking is greater than the research suggests is required per dwelling or the type of parking is not providing for users at different times.

The current requirement for parking within the Canning Bridge Activity Centre Plan is listed in the Table below, which shows a comparison between the CBACP and other locations. The requirement in the South Perth area differs slightly from Melville as the City of Melville has introduced maximum parking bay provision for residential units, as is the case within DesignWA.



Framework	Bed rooms	Min.	Max.	Visitor
State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments in Activity Centres (Design WA)	1	0.75	-	1:4 (<13 units)
	2+	1	-	1:8 (13+ units)
Scarborough Beach Redevelopment Guidelines	-	0.75	1.5	-
Subiaco Activity Centre	1	0.5	1.25	1:4 (<12 units)
	2+	1	1.5	1:8 (>13 units)
Canning Bridge Activity Centre Plan (City of Melville)	1	0.75	1	-
	2-3	1	1.5	
	4+	1.25	2	
Canning Bridge Activity Centre Plan (City of South Perth)	1	0.75	-	
	2-3	1	-	
	4+	1.25	-	

On- Street Parking

On-street parking issues within redevelopment areas is often raised as an amenity issue by existing residents and businesses. Parking occupancy on-street is a result of commuting activity, employees from local businesses using on-street bays, visitors to residential or commercial premises and construction activities. All of these users groups, at different times of the day, can create perceived or real issues with parking occupancy and taking up space that could be used more efficiently.

To understand use of on-street bays, surveys were completed in the area that recorded the number of vehicles parked at certain times. These surveys showed that:

- During a typical business weekday morning, there was an average of around 240 vehicles parked on streets in the area.
- During the early evening, when there were no or few commuting or employee vehicles parked on-street, there was an average of 90 vehicles parked on streets in the area.

Much of the present on-street parking is related to commuters and construction activities – some streets are indeed parked out during the day time. Outside of business hours, there are few areas where on-street parking would be perceived as an issue or at capacity.

On-street parking can be managed through time and restriction controls that are overseen and enforced by the City of South Perth. Some of these controls, such as restricting use of street space by time limit, permit parking or using no-stopping controls, are common place already in the South Perth Peninsula.

Timed and restriction controls allow for:

- Removing on-street commuting parking around the Station which results in space being used all day.
- Ensuring that residential properties have access to on-street parking for trades and services and other visitors.
- Prioritising certain on-street parking bays, for instance for deliveries, permit holders or ACROD permit holders.
- Ensuring visitors to commercial premises can access short-term parking bays which help support local visitors.
- Managing the amount of traffic on local streets, especially during peak periods.

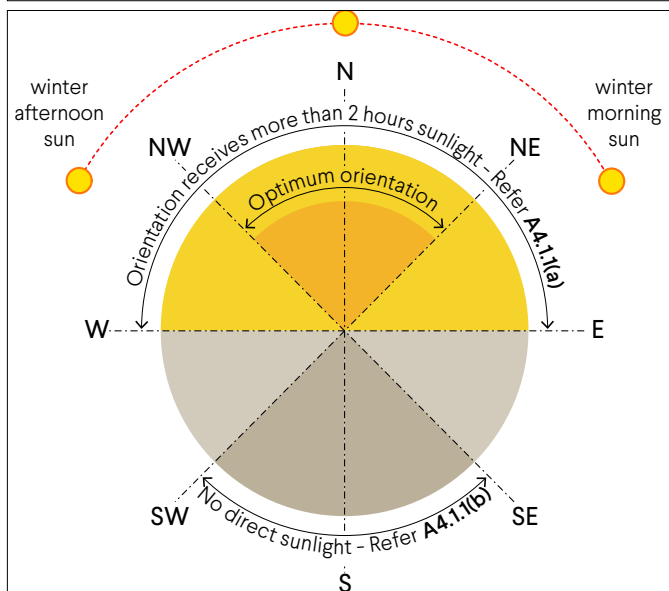
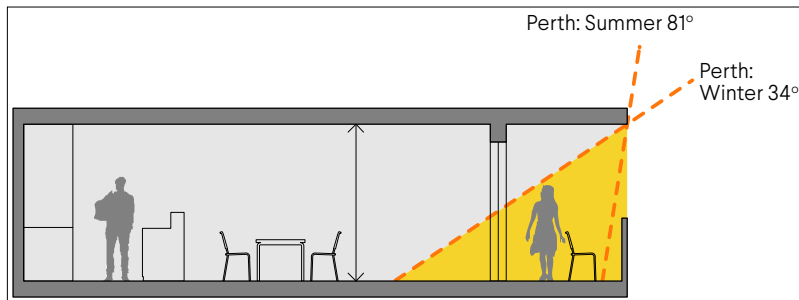


Without management many of the issues observed presently would be exacerbated, reducing the amenity of the area and impacting on existing and future residents and businesses.

Providing a higher number of parking bays would likely increase the overall volume of traffic by encouraging greater use of private vehicles for trips – especially during peak travelling hours. This would have further implications for the local street network and also impact pedestrians, cyclists and public transport users

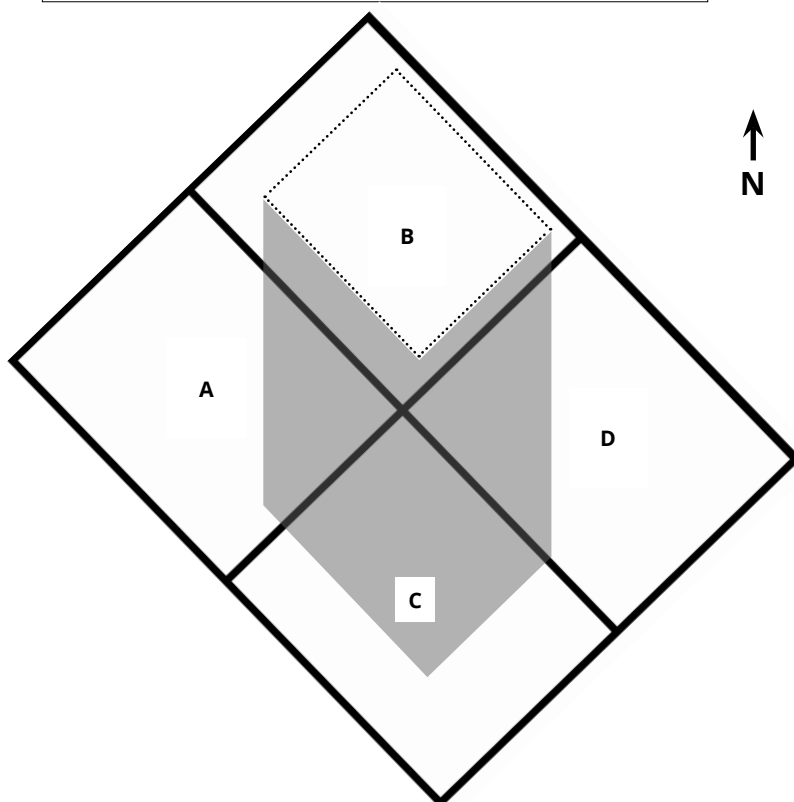
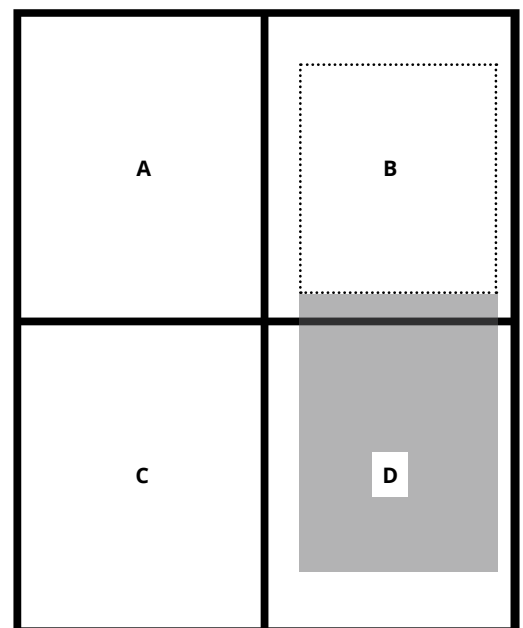
Solar Access

The shape and orientation of lots and the permitted height and built form sometimes makes it difficult to develop lots without a shadowing impact on adjacent properties. The Residential Design Codes of Australia - Apartments (DesignWA) provides a guide for shadowing of adjacent properties, which is tied to the shadow cast by a building at midday 21 June when access to northern winter sun is in greatest demand. Figure 4.1a and 4.1b of the R-Codes - Apartments describe this. The CBACP encourages developers to consider solar access of adjoining properties, but does not mandate specific measurements of access to sunlight.



It is really important to understand that in the Perth climatic region, shadowing considered by the DesignWA can only occur on properties south of development/trees/structures.

For example, in the simplistic diagram shown below of lots running north-south, an 8-storey building on Lot B could shadow Lot D, but it will not cause shadowing which is assessed under DesignWA over lot C or A.



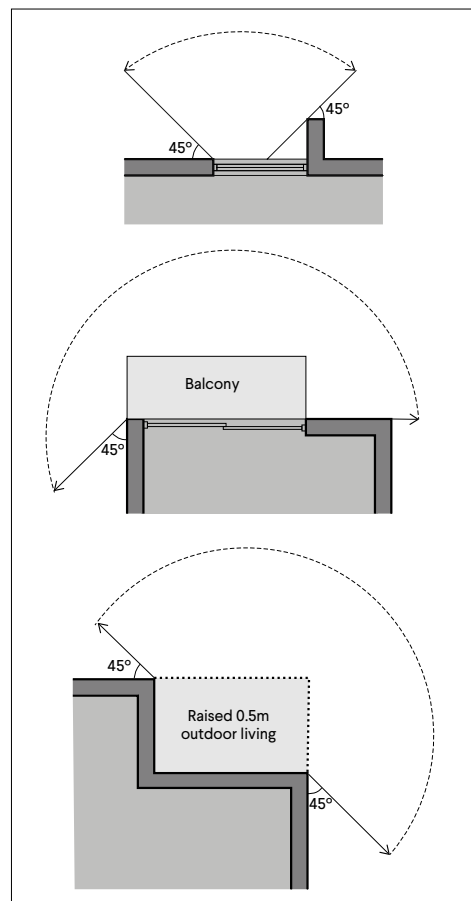
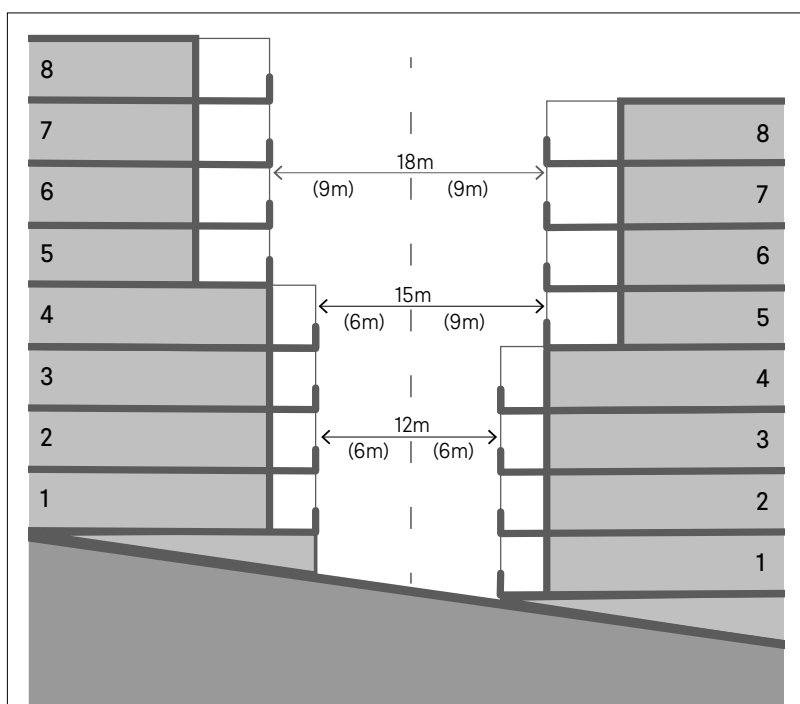
However, if the lots are skewed, as shown in the diagram to the left, it is possible for a 8-storey building on Lot B to shadow Lot C, and also shadow Lot A and Lot D.

The shadow will increase in length if the southern lot is *down hill*, but will have less impact if the southern lot is *up hill*.

Privacy

The design of apartments must carefully balance the need for outlook and daylight access with the need for privacy. Resolving visual privacy issues involves consideration of the views to and from an apartment, between apartments within a development, between a development and neighbouring properties, and the potential for overlooking of communal or private outdoor spaces. The CBACP encourages developers to consider privacy between properties, but does not mandate specific setback requirements.

The Residential Design Codes of Australia - Apartments (DesignWA) addresses these issues through separation requirements and direction for the considered placement and orientation of rooms and windows. Tables 2.7, 3.5 and Figures 2.7 and A7.3a of DesignWA describe this.



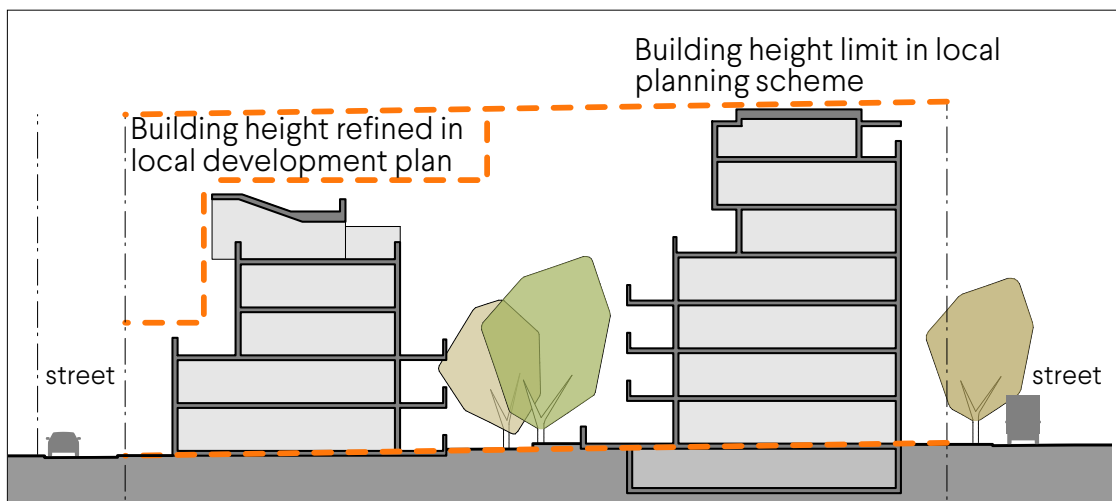
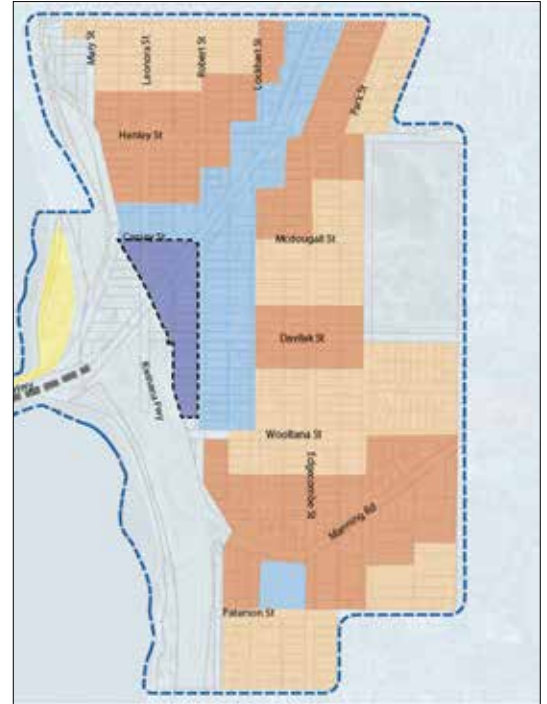
Building Separation	Up to 4 storeys	5-8 storeys	>8 storeys
Habitable rooms/balconies within site	12m	18m	24m
Habitable and non-habitable rooms within site	7.5m	12m	18m
Non-habitable rooms within site	4.5m	6m	9m
Habitable rooms/balconies to adjoining properties	-	9m	12m
Cone of Vision - Setbacks	Adjoining sites coded R50 or less	Adjoining sites coded higher than R50	5th storey and above
Major opening to bedroom, study and open access walkways	4.5m	3m	See above
Major openings to habitable rooms other than bedrooms and studies	6m	4.5m	
Unenclosed private outdoor space	7.5m	6m	

Height

The total height of a building informs the number of storeys possible in a development. Floor to ceiling heights vary depending on the use. Residential apartments usually have lower ceiling/floor heights than shops and offices.

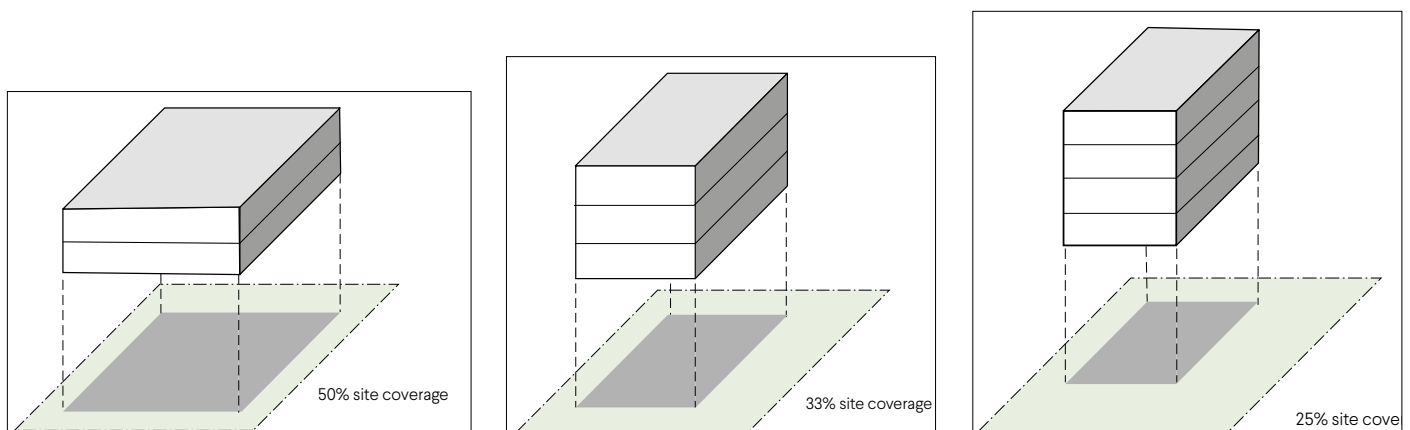
Building height in the Canning Bridge Activity Centre Plan have been developed in accordance with the desired future character of the area and the precinct has been determined as a key high density precinct in the Perth metropolitan area. Heights within the CBACP include a 4-storey area, an 8-storey area, a 10-storey area and a 15-storey area.

However, in the 8, 10 and 15-storey areas minimum lot sizes are required to achieve those height limits. In addition, there are a number of incentives available in the 10 & 15-storey areas that would allow for taller buildings (subject to minimum site area requirements).



Height is often related to building bulk as well. In the CBACP height and bulk are controlled by heights above ground level and by building setbacks. In the Residential Design Codes of Australia - Apartments (DesignWA), height and bulk are controlled by heights above ground level, by building setbacks and separation and by plot ratio.

Figure 2.2b and 2.5a of DesignWA describe this.



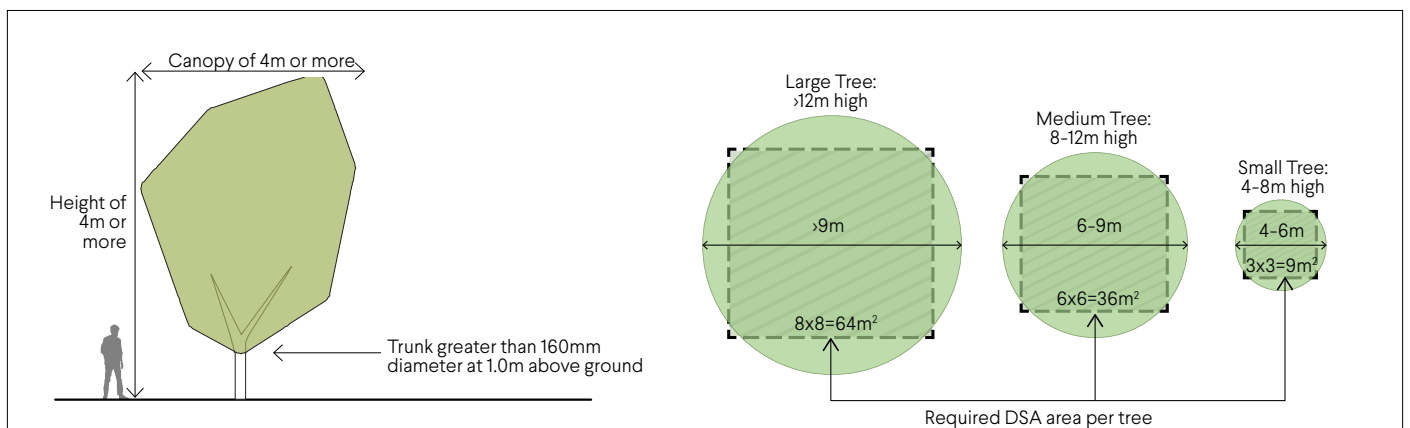
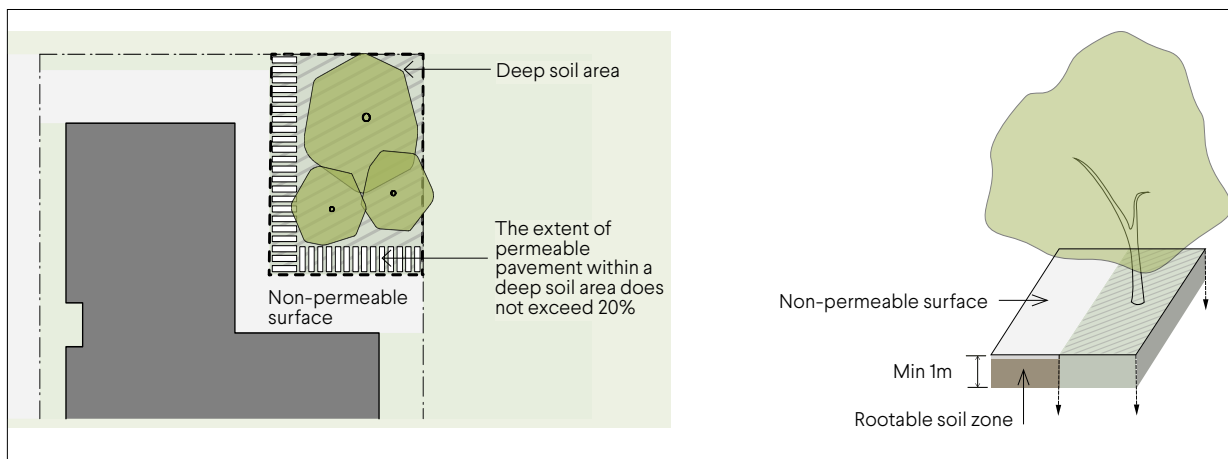
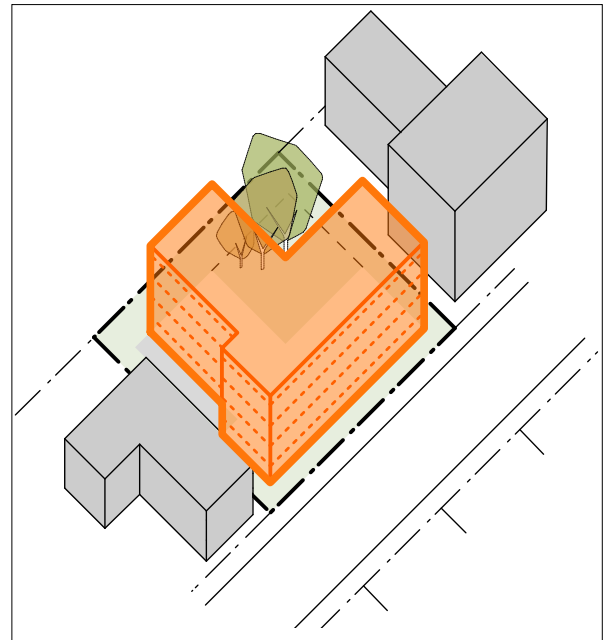
Trees

Trees and gardens make a significant contribution to the ecology, character and amenity of neighbourhoods. They provide habitat for fauna, shade, stormwater management and micro-climate benefits, as well as improve apartment outlook and privacy.

The Residential Design Codes of Australia - Apartments (DesignWA) suggests that the planning of a development should make all reasonable efforts to retain appropriate existing trees within the site through the provision of deep soil areas to support and sustain the development of tree canopy.

A deep soil area is an area of soil that is free of built structure and has sufficient area and depth to support tree growth and infiltrate rainwater. Site planning should seek to co-locate deep soil areas with existing trees on and adjacent to the site, and in locations best suited to the development of a viable tree canopy and landscaping. Figure 3.3a, 3.3b, 3.3e and 3.3f of DesignWA describe this.

The Canning Bridge Activity Centre Plan has significant open space requirements, which also permits green roofs and green walls. It does not currently mandate deep soil zones.



Attachment C - Final Engagement Information Document

CANNING BRIDGE ACTIVITY CENTRE PLAN



The Canning Bridge Activity Centre Plan (CBACP) is a guide for development in the precinct surrounding the Canning Bridge Station. It was developed to support the future growth of the precinct with a mix of office, retail, residential, recreational and cultural uses, maximising opportunities offered by its unique transport hub location.

The CBACP was adopted in 2016 and earlier this year the City commenced a review of the Plan to ensure its operation was reflective of the community's aspirations for the area and to identify any improvements that could be made.

During 2018 and the first half of 2019, the City undertook a series of consultation activities with stakeholders within the CBACP area, with more detailed discussions held at workshops and through a community panel (the Citizen Stakeholder Group).

A number of changes to the CBACP are recommended and the City now seeks your feedback to complete the review.

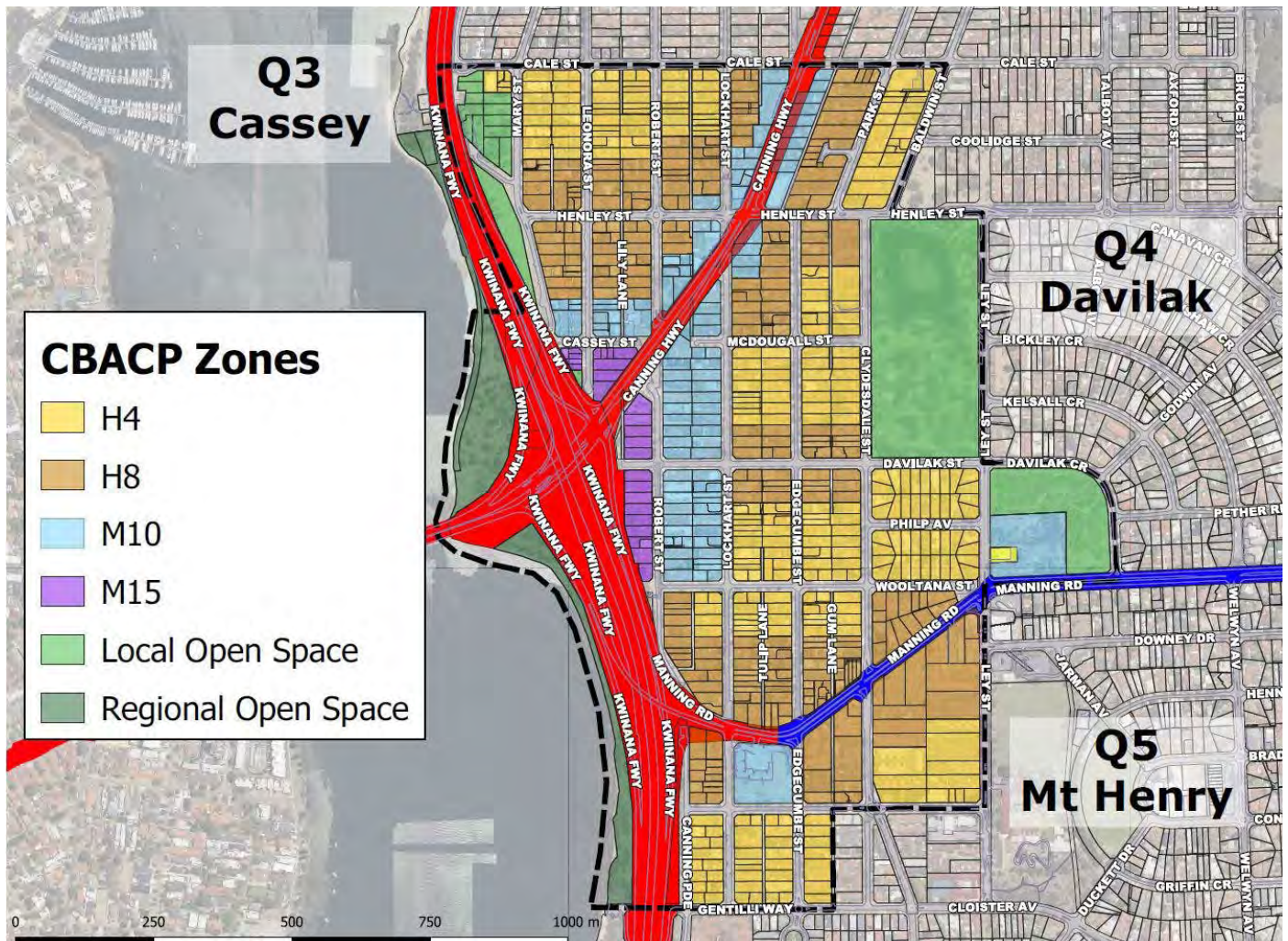
This information document provides an overview of the proposed modifications to the CBACP, which include changes to:

- **Setbacks, deep soil areas, building depth, podiums** and additional height on larger sites)
- Privacy
- Solar access/overshadowing
- Visitor Parking
- **Dwelling diversity** (number of bedrooms per dwelling)
- Front **setbacks** and **colonnades**
- Waste Management
- Sustainability
- Development intensity

Your feedback on the proposed changes will help the City to complete the review. You are invited to complete the online feedback form at yoursay.southperth.wa.gov.au. Hard copy feedback forms are also available at the City's libraries and Civic Centre. The public comment period closes **5pm, Wednesday 27 November 2019**.

CANNING BRIDGE ACTIVITY CENTRE PLAN

Activity Centre Boundary



The Activity Centre

The map on this page shows the activity centre boundary and also described the three quarters within the City of South Perth CBACP area - Q3, Q4 and Q5. This map illustrates the location of the zones referenced throughout this information document - H4, H8, M10 and M15.

Definitions

What is meant by some of the terms used in the feedback forms and information document?

A number of terms are used in the feedback form and information document that may require a definition or explanation. These terms are defined on the following page, and any term that is referenced is written in **bold text** throughout the document.

CANNING BRIDGE ACTIVITY CENTRE PLAN

Definitions

Setback

refers to the distance between a building and the boundary of a lot/site.

H4, H8, M10, M15

refers to the typical zoning (either H for 'Residential' or M for 'Mixed use') and the typical height of buildings in storeys (four, eight, 10 or 15 storeys). For example, a site in the 'M10' zone can be 'mixed use' (involving both residential and non-residential uses) up to 10 storeys. A building in the 'H4' zone would typically be residential up to four storeys.

Building depth

refers to the horizontal distance across the building measured from wall to wall and including balconies.

Colonnade

refers to when the upper levels of the building extend further towards the street/over the top of the ground floor area to create an area of covered courtyard, walkway or similar.

Deep soil areas

refers to an area of a site set aside with a soil depth/volume sufficient enough to allow trees to grow to maturity.

Podium

refers to the lower portions of a building built close to and sometimes on boundaries (typically street boundaries) that are clearly differentiated from a tower above.

Solar access/overshadowing

refers to the availability of sunlight to dwellings, habitable rooms (bedrooms, living areas) and outdoor spaces (balconies etc) within a development and to adjoining sites.

State Planning Policy 7.3 (Apartment Codes)

refers to codes adopted by the State Government that apply to the assessment of apartments in most areas of Perth. These codes do not currently apply within the CBACP. The proposed changes would apply some parts of these codes to new buildings in the CBACP.

Green Star design rating

refers to the sustainability rating awarded to a building by the Green Building Council of Australia. The Green Star rating system evaluates the sustainability of a building having regard to elements like indoor air quality, energy use, sustainable transport, water conservation and building materials.

Desired outcome statement

refers to statements within the CBACP document that must be considered by the decision maker when determining a development application.

CANNING BRIDGE ACTIVITY CENTRE PLAN

Setbacks

(see Feedback Form Question 1 & 2)

The majority of feedback received on the CBACP from the local community was directly related to concerns over the bulk and scale of new development.

In the context of the size and orientation of lots in the Como and Manning areas in the CBACP, the building **setback** controls have not provided adequate separation between buildings, especially taller buildings. The CBACP currently requires that buildings be **setback** between 3-4 metres from side and rear boundary, irrespective of the proposed height.

A number of changes are proposed that would affect the size of some buildings. This includes increasing the distance a building is from the boundary as the building gets taller.

The proposed building **setback** provisions would increase **setbacks** as shown in Table 1.

The proposed modifications are a significant departure from the CBACP. They include a number of provisions that closely align with the new **State Planning Policy 7.3 (Apartment Codes)** which will ensure that the CBACP is consistent with best practice apartment design, whilst still delivering on the objective of the plan.

Combined with new **building depth** controls, the proposed modifications will result in improved outcomes for existing dwellings and the proposed future development.

The proposed modifications also require greater consideration of parts of a building comprising windows or balconies, to manage privacy concerns and to encourage better location or treatment of these features to reduce overlooking.

These **setback** distances would limit the ability for smaller sites (less than 1,200m²) to develop to their maximum height. They would also encourage landowners to amalgamate sites into larger lots in all zones except the **H4** zone.

To encourage site amalgamation in the **H4** zone, a further modification is proposed, this will allow an opportunity for six-storey development in the **H4** zone, provided that the minimum site area is greater than 1,200m². The additional storeys would need to be **setback** at least 9 metres from side and rear boundaries.

Figures 1, 2 and 3 illustrate the proposed changes in the **H4**, **H8** and **M10** zones of the CBACP. The **M15** zone will also be impacted by the same building separation and **building depth** requirements as well as improved design guidance for overlooking and access to sunlight.

Height	Current CBACP Setbacks	Proposed Setbacks - State Planning Policy 7.3 (Apartment Codes)
Up to 4 storeys (H4 zone)	3-4m depending on the lot width	3.0m minimum, 3.5m average
Up to 8 storeys (H4, H8 zone)	3-4m depending on the lot width	9.0m
Above 8 storeys (M10, M15)	4.0m	12.0m

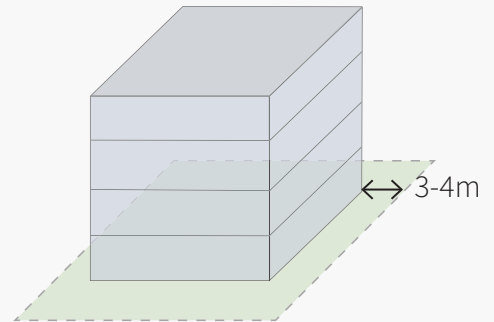
Table 1: Current and proposed setback requirements

CANNING BRIDGE ACTIVITY CENTRE PLAN

Figure 1: **H4** Bulk and scale modifications

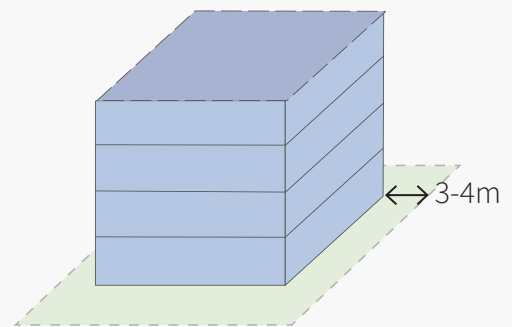
Building limits - existing CBACP

- 3-4m minimum side and rear **setbacks**
- No provisions for overlooking



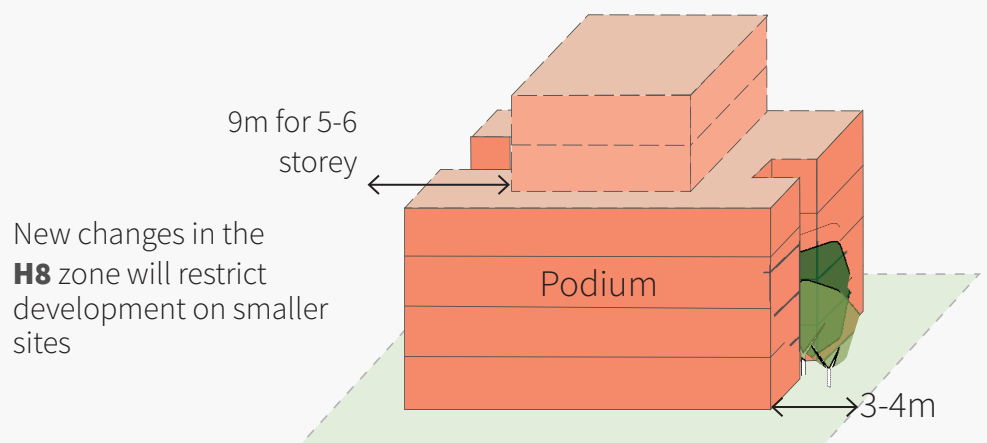
Proposed building limits

- Larger sites greater than 1,200m² can develop up to six-storey
- 3-4m minimum side and rear **setbacks** up to four-storeys
- New overlooking, **building depth** and solar access provisions
- **Deep soil areas**



Possible impact of other controls

- For a larger site greater than 1,200m² six-storey development is permitted in the **H4** zone

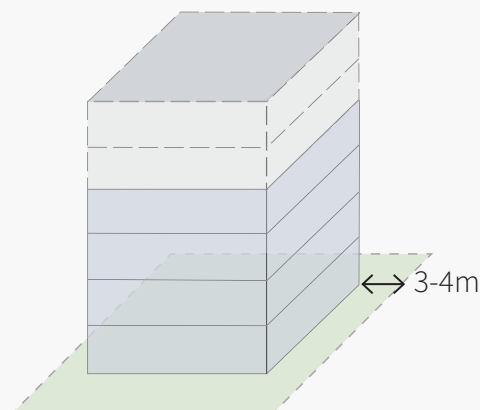


CANNING BRIDGE ACTIVITY CENTRE PLAN

Figure 2: **H8** Bulk and scale modifications

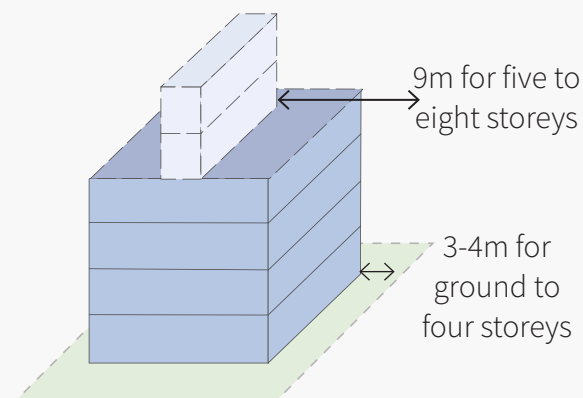
Building limits - existing CBACP

- 3-4m minimum side and rear **setbacks**
- 4m min, 6m max front **setbacks**
- Can only develop to eight storeys where lot size is greater than 1,200m²
- No provisions for overlooking



Proposed building limits

- New **setback** provisions (side and rear)
- Not practical to develop six-storeys on most lots due to increased **setback** requirements
- New overlooking, **building depth** and solar access provisions
- **Deep soil areas**



Possible impact of other controls

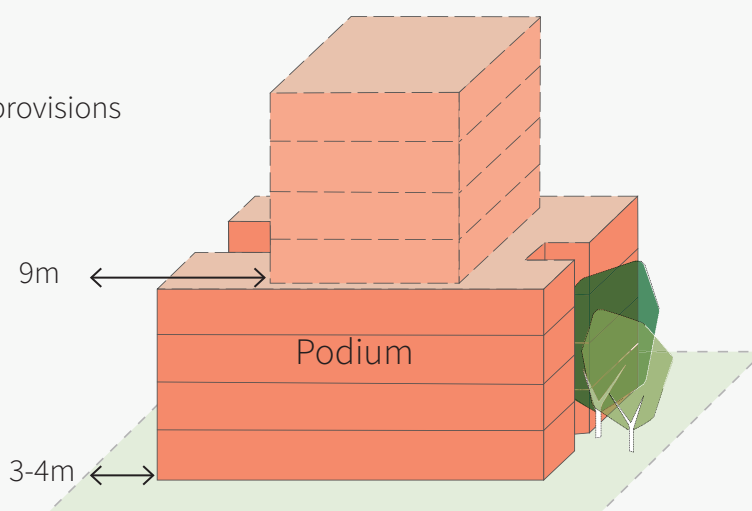
Amalgamated lot greater than 1,200m²

Variation in form is likely

New overlooking, **building depth** and solar access provisions

Deep soil areas

Building depth and overlooking requirements are likely to encourage interesting building form

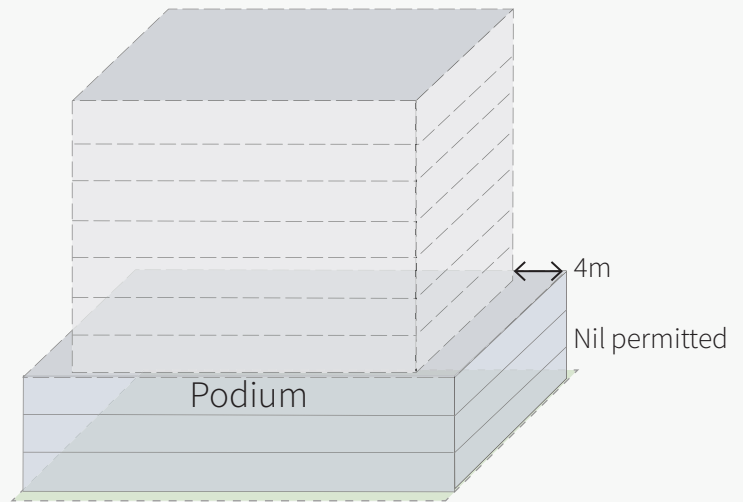


CANNING BRIDGE ACTIVITY CENTRE PLAN

Figure 3: **M10** Bulk and scale modifications

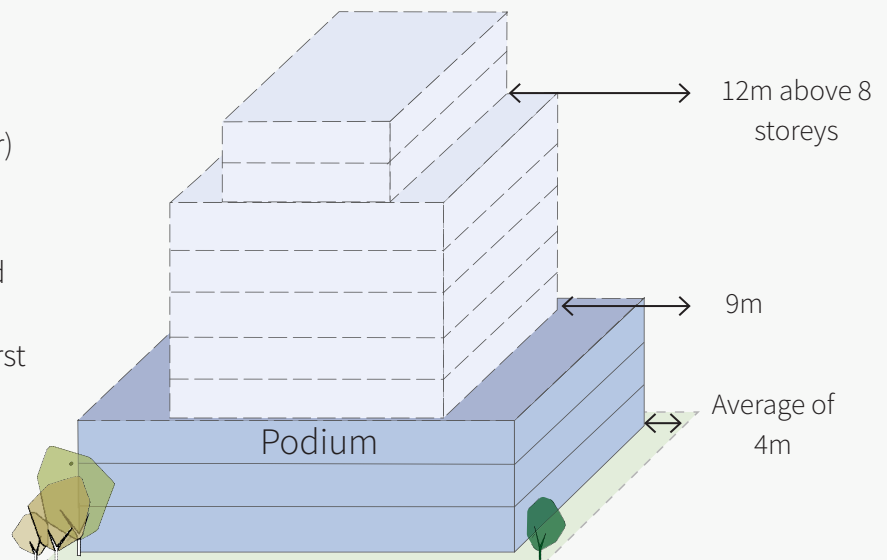
Building limits - existing CBACP

- Nil side and rear **setbacks** (first three storeys)
- 5m front and 4m side and rear **setback** above four-storeys
- Can only develop above six-storey where lot size is greater than 1,200m²
- No provisions for overlooking



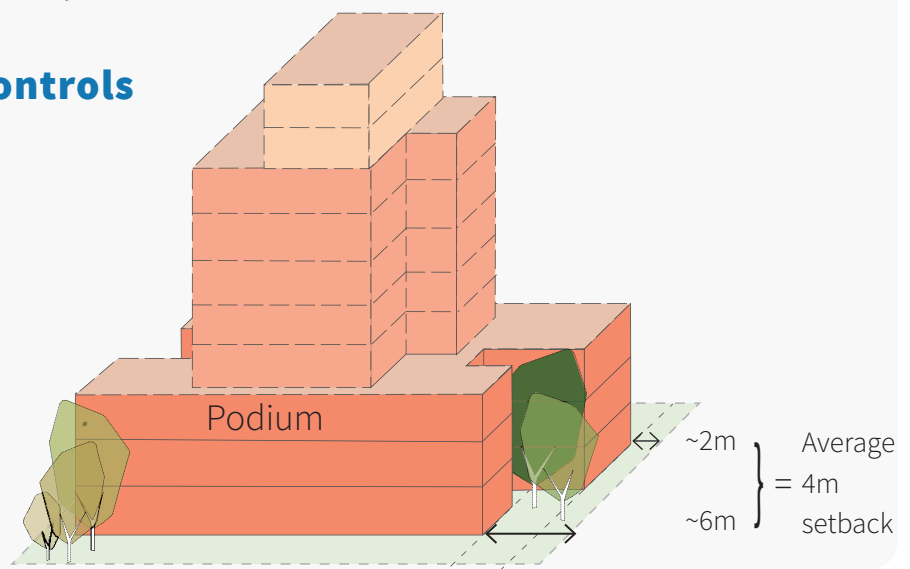
Proposed building limits

- New **setback** provisions (side and rear) above eight-storeys
- Amalgamation necessary
- New overlooking, **building depth** and solar access provisions
- Average 4m side and rear **setbacks** (first four storeys)
- **Deep soil areas**



Possible impact of other controls

- Amalgamated lot
- **Setback** provisions + **podium setbacks** + **building depth** + **deep soil areas** + overlooking + solar access considerations
- Variation in form
- Opportunity to orient balconies in a variety of directions and enhance access to sunlight and ventilation



CANNING BRIDGE ACTIVITY CENTRE PLAN

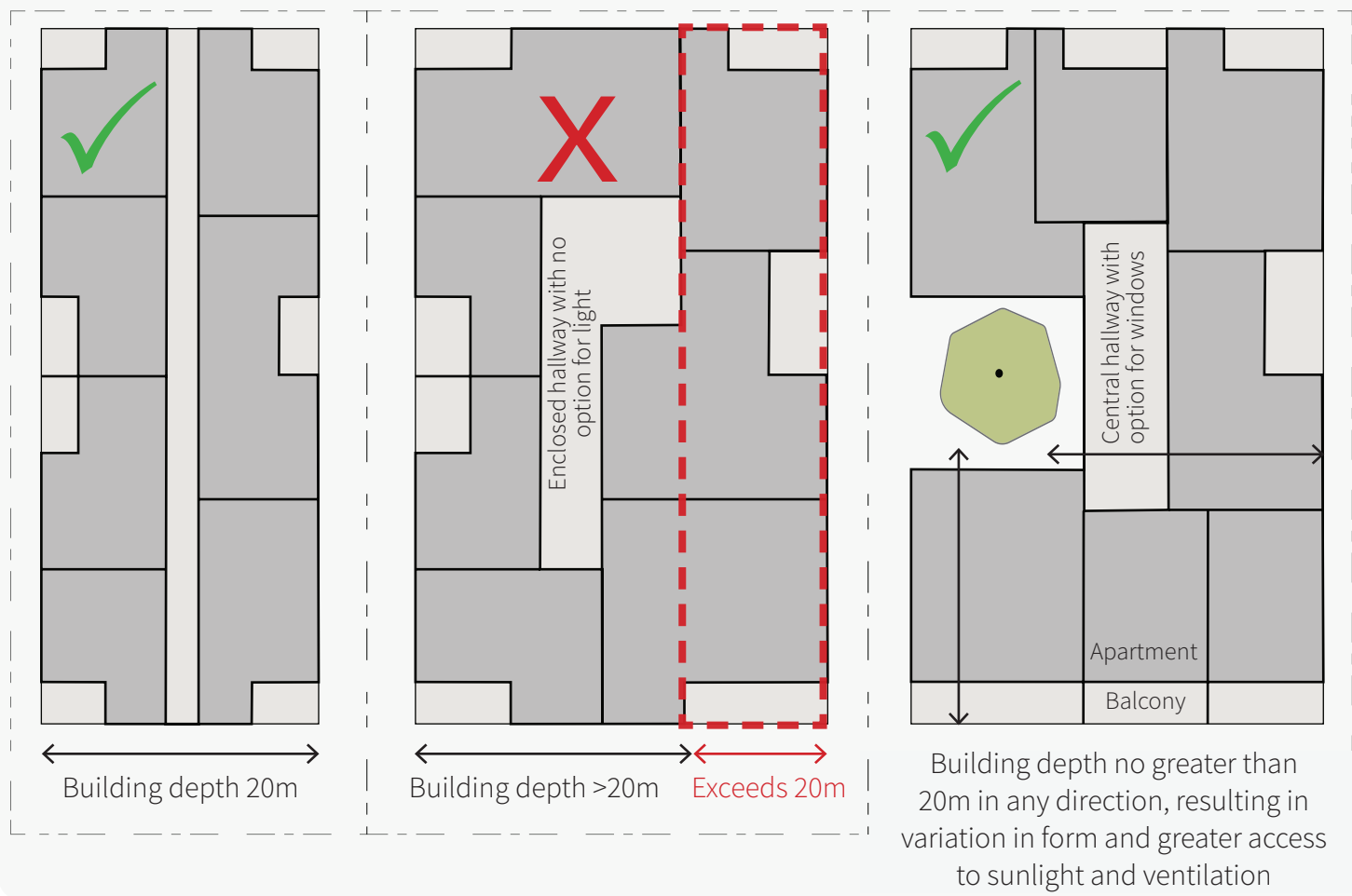
Building depth (see Feedback Form Question 3 & 4)

Building depth controls can reduce the overall bulk of any building, and can also improve internal amenity for residents. Very wide buildings in both width and depth often have limited access to sunlight and ventilation from internal spaces and resulting in rooms a long distance from natural light.

The **State Planning Policy 7.3 (Apartment Codes)** controls provide limits on the depth of the building before the shape of the building has to change. This results in better internal amenity and will also create some relief from overly long stretches of building from other vantage points. The proposed changes bring the **State Planning Policy 7.3 (Apartment Codes)** controls into the CBACP by reference to the relevant clauses.

The controls limit **building depth** to a maximum of 20 metres (in one direction) for any part of a building containing apartments that have a central corridor with apartments either side (see Figure 4). The proposed changes can significantly improve neighbour interface and enable the planting of trees to reduce the impact of buildings.

Figure 4: How building depth limits work - conceptual floor plans



CANNING BRIDGE ACTIVITY CENTRE PLAN

Deep soil areas (see Feedback Form Question 5 & 6)

A loss of tree canopies was identified as a major concern in the preliminary consultation. **State Planning Policy 7.3 (Apartment Codes)** includes provisions which require the planting of mature trees of various sizes, and retention of trees on site that meet certain minimum height, canopy and quality standards. **State Planning Policy 7.3 (Apartment Codes)** does this by requiring a percentage of the site to be set aside as a 'deep soil area' (free of buildings and with suitable soil volume) to enable the planting/retention of trees that can grow to maturity.

The proposed changes bring the **State Planning Policy 7.3 (Apartment Codes)** controls into the CBACP and are shown in Table 2.

Site Area	Minimum deep soil area	Minimum requirement for new or retained trees
< 700m ²	10% or 7% if existing tree(s) retained on site (% site area)	1 medium tree and small trees to suit area
700 -1,000m ²		2 medium trees OR 1 large tree and small trees to suit area
> 1,000m ²		1 large tree and 1 medium tree for each additional 400m ² in excess of 1,000m ² OR 1 large tree for each additional 900m ² in excess of 1000m ² and small trees to suit area

Table 2: Proposed deep soil requirements

Podiums (see Feedback Form Question 7 & 8)

Currently the CBACP requires **podiums** in the **M10** zone to be built up to side and rear boundaries. These **podiums** are required to be at least two storeys and a maximum of four storeys.

Much of the land zoned **M10** under the CBACP is away from major roads like Canning Highway, and it is proposed that **podium** structures be **setback** an average of 4.0m from side and rear boundaries for most **M10** zoned properties to reduce the impact of new development on adjoining properties in predominantly residential streets. Properties with frontage to Canning Highway and in the **M15** zone will still be permitted to build **podiums** to side and rear boundaries.

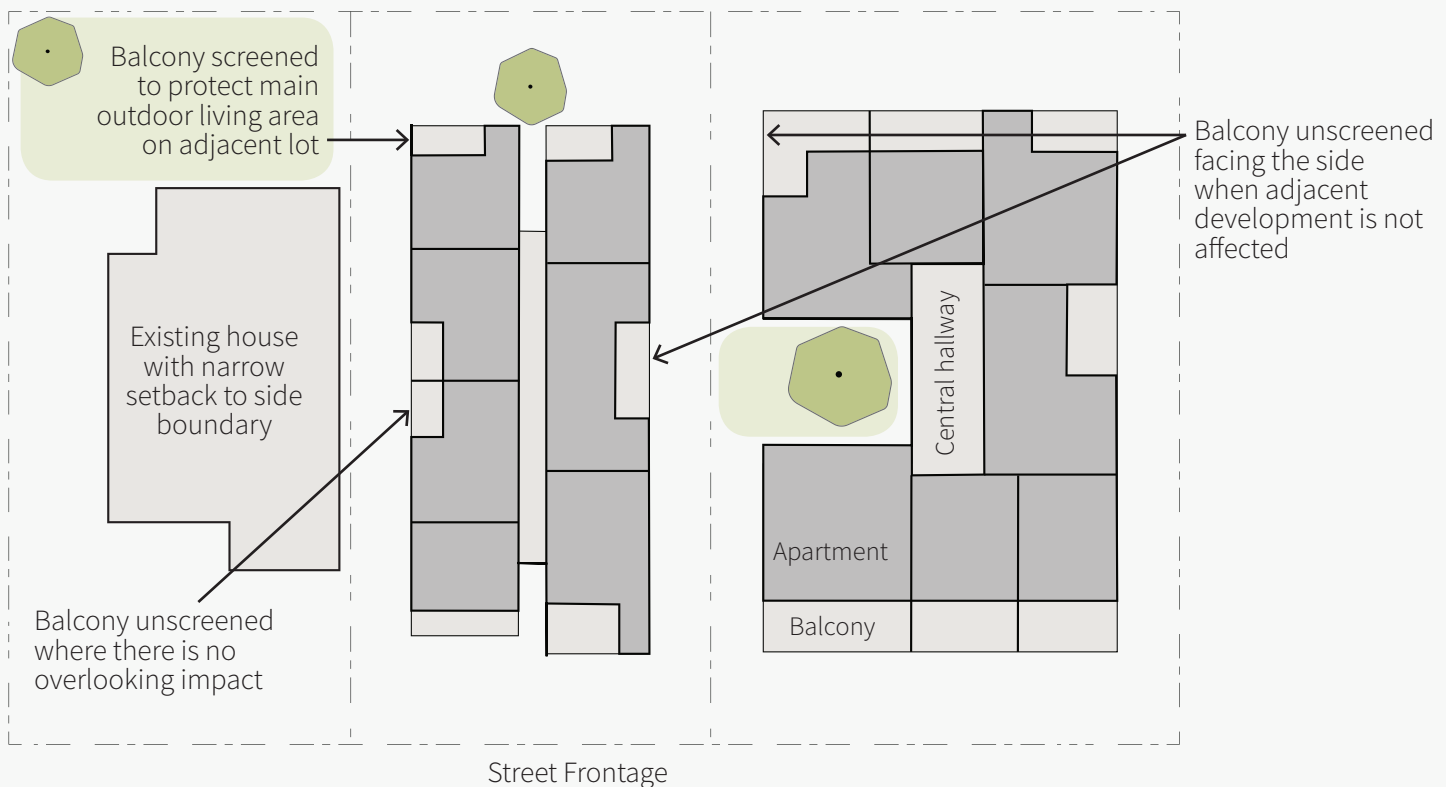
CANNING BRIDGE ACTIVITY CENTRE PLAN

Privacy (see Feedback Form Question 9 & 10)

The current CBACP excludes specific requirements for the protection of visual privacy.

However, loss of privacy was a key concern raised throughout the engagement. The proposed modification introduces objectives and design guidance from **State Planning Policy 7.3 (Apartment Codes)** that requires buildings to be designed in a way that minimises the impact of privacy, while also giving regard to the need for new apartments to have good access to light and ventilation. The modifications propose to introduce the performance based criteria. Some of the potential ways of addressing this criteria are shown in Figure 5 below.

Figure 5: How visual privacy consideration could affect new development



Solar access/overshadowing (see Feedback Form Question 11 & 12)

The current CBACP excludes specific requirements to protect solar access to adjoining sites. The proposed modification introduces objectives and design guidance from **State Planning Policy 7.3 (Apartment Codes)** that requires buildings to be designed in a way that maximises access to sunlight and ventilation for new apartments, including maximising the number of apartments that have access to mid winter sun. The use of performance based criteria will ensure more rigorous building design and assessment and provide for well-resolved solutions to solar access impact for each individual site.

CANNING BRIDGE ACTIVITY CENTRE PLAN

Visitor parking (see Feedback Form Question 13 & 14)

The CBACP currently provides ratios for the provision of parking within new developments. Ratios for the provision of residential visitor parking are not provided. A key view expressed during the preliminary consultation was a concern that parking for visitors to the precinct was not being appropriately catered for. As a result, the CBACP is proposed to be modified to include a requirement to provide one visitor parking bay per eight dwellings in developments greater than 12 dwellings, as per Table 3. An additional criteria requires that visitor parking not be located within a street **setback** area and not be visually prominent from the street.

Dwelling Type	Parking Required (Q3, Q4 and Q5)
Studio or single bedroom dwellings	Min 0.75 bays per dwelling (<i>existing - no change proposed</i>)
Two or three bedroom dwellings	Min 1.0 bays per dwelling (<i>existing - no change proposed</i>)
Four or greater bedroom dwellings	Min 1.25 bays per dwelling (<i>existing - no change proposed</i>)
Residential Visitor	1 bay per eight dwellings for developments greater than 12 dwellings (new requirements proposed)

Table 3: Proposed Modifications to Parking Requirements

Dwelling diversity (number of bedrooms per dwelling) (see Feedback Form Question 15 & 16)

The CBACP includes provisions which seek to encourage the development of a variety of dwelling types to provide a range of housing options for local residents. At the time, one and two bedroom dwellings were rare in the area, and these typologies were required through provisions of the plan.

It is acknowledged that the market has been quick to deliver on this diversity, and it is now reasonable to allow a more flexible approach.

The proposed changes reduce the maximum number of one (1) bedroom dwellings which are required to be provided in developments with 10 or more dwellings from 50% down to 40%, and reduce the minimum number of two (2) bedroom dwellings that must be provided in developments with 10 or more dwellings from 40% down to 20%.

The proposed changes may result in more three and four bedroom dwellings in the area, which may cater more to families.

CANNING BRIDGE ACTIVITY CENTRE PLAN

Front setbacks and colonnades

(see Feedback Form Question 17 & 18)

The provision of deep **colonnades** along key pedestrian routes was a key matter identified in the preliminary consultation. Deep **colonnade** structures will provide weather protection and relief from the busy traffic environment along Canning Highway. Requirement 4.2 of the CBACP states that all development in the **M15** zone shall be a minimum of nil and a maximum of 2.0m. It is recommended this maximum **setback** be increased to 4.0m and a requirement that a **colonnade** with a minimum depth of 3.0m be provided for buildings fronting Canning Highway

Waste management (see Feedback Form Question 19)

The community expressed concern regarding large numbers of individual bins 'cluttering' the street in the CBACP area. Currently the CBACP requires that all developments within the **H8**, **M10** and **M15** zones provide for management of waste wholly within the development site, which means that waste service vehicle can circulate within the development and ensures that bins are not collected from the street.

The proposed changes introduce a requirement for waste to be managed wholly within the site, where the development is more than three storeys and where the site is at least 800m².

The proposed changes will require adequate circulation space within development sites for vehicles to move in forward gear in all zones including the **H4** zone, provided the lot is 800m² or greater. This will require substantial space for maneuvering on the ground level for all sites.

Sustainability (see Feedback Form Question 20)

The proposed changes provide for minor development to occur within the CBACP area without the need to achieve a **Green Star design rating** where it would not ordinarily be required, for example, where a landowner is seeking to undertake a small extension or minor changes to the site. The proposed changes will enable minor developments to be exempt from sustainability requirements which are intended to encourage sustainable 'new' development.

Development intensity (see Feedback Form Question 21)

An additional '**desired outcome statement**' is proposed to be added to the CBACP that ensures that development occurs at a level of density/intensity that supports the existing public transport infrastructure within the area is reflective of the scale of development allowed in the Plan.

The desired outcome statement also allows for lesser intensity development around the edges of the activity centre to provide transition to adjoining, lower density neighbourhoods, and may encourage a variety of typologies in the H4 zone like terraces and units (grouped dwellings). The purpose of this additional **desired outcome statement** is to ensure land is not underdeveloped.

Attachment D - Final Engagement Feedback

Do you have any comments on your response about setbacks?

Seems like a dramatic increase in setbacks - however on the flip side should be consistent with State Planning Policy 7.3

Probably too little late given approval has been given to existing developments does not meet these requirements

Can you please just settle on a plan for this area? It would also pay the city planners to listen to current international experts who continually advise that higher rise buildings do not build communities. People feel isolated once a building exceeds 4 stories irrespective of setbacks, tree canopies or anything else.

Side setbacks for adjoining developments are effectively doubled, as side setbacks apply to both buildings

Height is not the enemy. The enemy is a loss of tree coverage, gardens, and overcrowded buildings. A taller, but thinner building with larger setbacks, and which retains existing trees and vegetation, is in many cases likely to have a lesser impact than a large, squat building. Any changes that support that goal is supported.

Much consideration should be given to mature trees that have been there before any development. The area has great flora and fauna presence and should be considered and protected.

My comments refer to the strong belief that building a ghetto in the Canning Bridge area is a poor planning decision. I would strongly advise that those making these decisions look at Subiaco and Claisebrook as examples of where this has been a failure. It is wrong to build high rise around the river where all should have easy access and boundaries make no difference to the fundamental error of allowing such building.

The proposed massive setback requirements are archaic. We (the City of SP and residents) need to embrace the fantastic opportunity this is, not make it almost impossible to develop a site due to over restrictive planning constraints.

A more appropriate setback;

Levels 5-8 = 4-6 metre setback

Levels 9+ = 4-8 metre setback

I prefer current setback proposal of 3-4 m.

I'm of the opinion that this would make a far more pleasant overall visual effect. The proposal for H4 zone I think is very important given the number of subdivisions and narrow, deep blocks (as previously encouraged by council) in these zones. Many existing owners of these blocks are now left in limbo because the block is too narrow to develop with adequate setbacks and I believe this would encourage amalgamation of blocks of land back to original size for a more aesthetically pleasing development, even at increased height.

Do you have any comments on your response about setbacks?

This is necessary . We need to be mindful of the whole area and how a building impacts on its surroundings

The increased setback distance is important especially in smaller lots . It makes more sense to amalgamate lots than to have many small apartments of such great heights.

Do not support allowing two additional stories in the H4 zone, and rear setbacks are not wide enough across the board. Propose minimum 9m rear setback.

My family's block is a 1000m2 site. One side is already amalgamated site of 2000+m2, the other side is a 300m2 block with a newish double storey house. We intend to keep this for the family or future generation. So the new changes devalues our property unless we amalgamate. But we don't really have a viable option to amalgamate our block.

We bought this block with the intention of giving us or the next generation an option to build apartments but with the changes we won't be able to do that to the same level as when it was bought. We would lost a lot of money on this.

In addition, we are 162 Robert st Como, facing the freeway. When we bought the property, a handful of the houses facing the freeway but on the other side of the street had a commercial zoning whilst the rest of the street was residential. However I've just realised in the last couple weeks that the rest of the street now is mixed use whilst about 5 of us is still zoned residential although my block also faces the freeway. I'm very concern about only about 5 properties were excluded from the rest being mixed use and also with a much lower height limit. The ones opposite the freeway were granted 15 storeys height limit whilst ours are 6 storeys residential on the same street also facing the freeway

This is very unfair to us and the zoning doesn't make sense. I would appreciate it if you can review this.

I do not support increase to height in H4

Increasing side and rear setbacks for those parts of buildings above nine storeys from 3-4 metres to 12 metres is excessive and should be reduced to 9 metres. Having a 12 metre setback will make many sites that are zoned to facilitate greater density impossible to achieve a viable outcome.

I was hoping for more open space at ground level. The setback above ground is not of great concern to me, however I acknowledge that the taller building does affect light reaching the ground. I would be happier with 2-storey colonnades within the podium around the building (especially at the sides that have these setbacks. If you're determined about this, then perhaps you'd be willing to have a trial area for people to judge how the rest might work after the trial area is completed?

The current setback is intrusive and unfair on normal residential buildings that have to jump through planning hoops for overlooking and privacy requirements. This is a welcome improvement that I hope will be applied to the proposed development in Leonora St behind my property

Do you have any comments on your response about setbacks?

Proposed set back of 12 metres over 8 storeys would help neighbouring properties deal with overlooking and access to sunlight

Too restrictive on H8 for narrow lots unlikely to achieve 8 stories with prescribed side setbacks which erodes infill density targets.

It would potentially result in some narrower H8 lots that adjoin M10 lots and larger H8 sites restricted to 4 storey development which is inconsistent with orderly and proper planning and is a poor outcome in these transitional height areas. It would effectively see 10 storeys next to 4 storeys next to 8 Storeys which is manifestly unreasonable.

To incentivise development on these narrow H8 lots additional height bonus similar to H4 should be granted.

Even with the setback of 9m a 6 storey building will cast a shadow to the south side with the winter sun going around to the north. Fill the other zones first (e.g. H8, M10)

More gardens are deep soil needed. Still not enough.

I hesitate as concern may reduce high density building, which I support.

I am concerned for those long time Como residents who live in single storey homes which are/could be next to apartments e.g as in Roberts St.

Any set back will not mitigate the effects of a high rise next to them, either for privacy or shadow. However, given that infill will occur, increasing set back is a step in the right direction. I would not want to see the type of development that has occurred on the other side of the canning Bridge.

Refer to attached submission

Do you have any comments on your response about setbacks?

Greater setbacks bring better outcomes in amenity for occupiers of new apartments and reduced impact on the existing amenity, enjoyed in adjacent housing, that attracted the occupiers to buy or rent the same in the first place.

Former Clause 7.5 in total of TPS6, since deleted and replaced by Clause 67 (m) about compatibility in the Deemed Provisions, was a better guide to harmony / compatibility with neighbouring properties in that it included rhythm which may be lost to the streetscape when lots are amalgamated.

(TPS 6 clause 7.5 (n) was about harmony with existing neighbouring buildings in terms of scale, form or shape, rhythm, colour, construction materials, setbacks from the street and side boundaries, landscaping visible from the street and architectural details).

"The first rule for new developments is that every original allotment needs to be recognizable as its own architectural form." The rhythm of the street gets lost when huge buildings fail to reflect each original lot size in built form. The design importance of rhythm has been included in the Wembley Activity Centre Plan proposed by the Town of Cambridge.

Clause 1.6 TPS6 about Scheme objectives lists 12, including (f) safeguard and enhance the amenity of residential areas and ensure that new development is in harmony with the character and scale of existing residential development. Deemed provision (n)(iii) is about having due regard for social impacts of the development.

Design WA guidelines about building separation requirements are the starting point for meeting Scheme Objective (f) above.

The table on setbacks is unclear and the explanation associated with it about lot yields needs to be better described to the general public. For example, frontage size of lots in the area is mainly 20 metres. In H4 zones now, a height of up to 4 storeys or 16 metres applies with a specified setback of 4 metres where the frontage is 16 metres wide or greater. It's now proposed to allow up to 6 storeys providing the lot size is 1,200 sq metres or greater.

It's stated that a frontage of at least 30 metres is needed to go higher.

"Performance based policy: proposals are assessed against objectives and there is no deemed-to-comply assessment pathway

Meeting Acceptable Outcomes does not guarantee Objective achieved."

Do you have any comments on your response about building depth?

Again, too little too late - damage has been done

Just leave things

As before my comments are prefaced with my view that this wrong on so many levels. No building should be more than 4 levels.

I like it. It will discourage short and fat buildings, while encouraging taller slender structures.

This will restrict high density development opportunities.

I think this would avoid the long, blocky, box development appearance and encourage a nicer, healthier residence for occupants and hence encourage more families and retirees rather than singles and couples who may spend most of their time away from the apartment and basically use it as a night pad.

The building depth reflects the impact on other buildings and surrounding space

Rather we encourage high density building.

With caveat that courtyards and step-ins must be non-enclosed (ie no monolithic block style developments with central lightwell)

Same as above.

If the setbacks are to stay as they are then I strongly support restrictions on building depth, but if the setbacks are sufficient to provide for trees then maybe building depth is not important?

There should be no multi store buildings in this already built up area with expensive properties

No issue so long as it doesn't compromise internal amenity in the context of SPP7.3 and flexibility should be afforded to appropriate design responses and solutions which may not meet requirements.

Will allow for more properties to have greater variation in design and again further assist neighbouring properties to have access to sunlight

Rather we encourage high density building.

Design WA has building depth as a primary control for better design. "Set the depth control in metres. The building depth includes the internal floor plate, external walls, balconies, external circulation and articulation such as recesses and steps in plan and section."

"Consider varying building depth relative to orientation. For example, buildings facing east-west capture sun from both aspects and may have apartments of up to 18m wide (if dual aspect), while buildings facing north-south should be narrower to reduce the number of south facing apartments that have limited or no direct sunlight access." "Generally as the building gets deeper, effective airflow reduces."

Do you have any comments on your response about deep soil areas?

Tree planting of the right type of native trees is a good thing. Do not plant plane trees as they are bad for those with allergies and asthmatics. In this day and age we should be planting native trees.

Again with the preface of my disagreement with this building policy. Without trees and greenery the area will be a desert. Please look at the development along the river at Rivervale to see the cultural and natural desert that has been created. No one is there during the day at all and at night it is silent.

Supported where it can protect existing trees.

Provided there is some sort of restriction on how close to a neighbouring property these deep soil trees can be. It could be problematic to have a large tree overhanging a neighbouring single residential property. I'm thinking shadowing, leaves in gutters and swimming pools, branches breaking during storms and root damage to fences and paths etc.

We have chosen to live in / be connected to these areas due to trees. We have only 1 chance to provide trees and green areas and that's when planning occurs

Definitely support improving tree canopy and soft landscaping.

Would prefer more trees, particularly as climate is changing so quickly

Open space looks and feels better when there is shade in summer.

Concrete boxes with no soul may be avoided

Any provision which enables the planting of trees is essential.

SPP7.3 specifies 7 - 10 percent of the site as a deep soil zone or 7 percent with tree retention. Rain will infiltrate into the soil rather than be discharged into drains. The tree canopy in Como has been greatly reduced already by infill with grouped dwellings.

"Performance based policy: proposals are assessed against objectives and there is no deemed-to-comply assessment pathway

Meeting Acceptable Outcomes does not guarantee Objective achieved."

"Design guidance statements; refusal is only an option when an objective is not met vs when design guidance statements are not met. Both should be met." City of South Perth: submission on Design WA stage one to WAPC dated 3 Feb 2017 (Council Minutes item 10.6.5 and Attachment 28 Feb 2017.)

Only that it is still not enough

The more green/shade the better.

Do you have any comments on your response about podiums?

Again, this may be a bit late for some residents

Canning Hwy and Manning Road as major thoroughfares are the places for higher level builders if we must have them as long as there is transport to support them.

Please please provide some in-built discretion. We have had enough of "coffin" apartments in South Perth, due to enshrined setbacks and other measures that defy commonsense but cannot be altered due to overly rigid and prescriptive scheme provisions.

Podiums are a positive feature and should be encouraged.
Allows a continuous streetscape and avoids dorky, unkept side setbacks which are likely to become on-grade carparking.

Don't think mixed use developments need large setbacks. Better to be more compact to encourage vibrancy.

We don't want a building like the corner of Canning Highway and Sleaford road. A disgrace to the city of Melville planners. A huge slab of a building that dominates the surrounds and is not staggered as with a podium

As above

The recommendation for setbacks, podiums and colonnades on sites facing Canning Highway is not clear and open to misinterpretation. Suggesting that all buildings facing Canning Highway should have deep colonnades and provide relief from busy traffic is impractical for a lot of sites. Requiring a 3 metre deep colonnade is totally impractical and a waste. Setbacks and design responses should be taken on their merit for such sites, with planning staff, the DRC and independent assessment dealing with each application on its merits. A perfect example where this prescriptive 'colonnade' requirement hasn't worked is Hay Street in the CBD. This potential amendment, whilst appearing minor, will in fact be one of the most difficult, impractical and incorrect requirements within the proposed amendments.

Podiums are good except I'd prefer them to be higher so that there is more visible ground level space and give room for vegetation to grow. Podiums make balconies in the higher sections safer from things dropping from them into the street.

This might give us some privacy from the podium that will sit 4 metres above our outside area in 3B Henley street

Consideration should be given to my answer to Q1 in context that a nil setback between H8 and M10 may be appreciated in certain circumstances where H8 lots are narrow or otherwise restricted.

The stakeholder group suggested NO podiums at all in the M10 that did not front Canning Highway. I'm disappointed this change has not been made as it is not required for these residential streets to have massive block podiums.

Do you have any comments on your response about podiums?

"Buildings should be sensitive to the human scale of the area at ground level. Podium development should prevail in the commercial/mixed use areas with tower elements set back from the street frontages." (CBACP Vision 2011).

Element 3.3 of the CBACP mandates that development in the M10 or M15 Zone have a 'podium' of a minimum height of 7.0m (2 storey) and a maximum height of 13.5m (about 4 storeys). This is further reinforced by Element 5.1 which requires these podiums to be built to side boundaries, right-of-ways and possibly to rear boundaries.

However land between Lockhart Street, Wooltana Street, Robert Street and Canning Highway is also zoned M10 under the CBACP. While lots in this location are close to Canning Bridge Station, the character of the streets is considered to be more suburban and lower density with many single and two storeys houses. Mandating the development of substantial podiums in this location is clearly out of-character with the prevailing built form and scale and results in an unnecessarily severe transition.

It is recommended that the requirement to develop large podiums, built to side and rear boundaries is removed for land in the M10 zone except for land fronting Canning Highway. Podium/buildings on these lots will be required to be setback an average of 4.0m."

The CBACP Vision recognized the Como/Manning area of the CBACP as a low key commercial area - even stating that the shops at the intersection of Canning Hwy and Henley Street should stay as is. Moreover, "a substantial commercial floor space in the Como / Manning area could impact on the commercial viability of the existing Applecross / Mount Pleasant commercial precinct."

Podiums above the height of adjacent residential properties may have the social impact (clause 67 (n)(iii) of being oppressive.

"Performance based policy: proposals are assessed against objectives and there is no deemed-to-comply assessment pathway

Meeting Acceptable Outcomes does not guarantee Objective achieved"

More setback at front boundary as well

Unsure of impact.

Refer to attached submission

Do you have any comments on your response about privacy?

Again, too late

It is obvious that this makes sense.

Commonsense provisions should prevail.

It is difficult to know how privacy in a single occupant dwelling can be maintained particularly given the desire to have such dwellings removed from the area.

Privacy should only be considered if the adjoining site has already been developed. No consideration should be made of privacy of existing low density homes.

I couldn't support this more strongly. This is a huge issue, and fear, for existing residents in single residential homes who have in many cases been in their homes since they were first built in the 50's. They built their homes in such a way that they had privacy from their neighbours and now feel their privacy is being badly invaded.

Planners enforce privacy with 2 storey dwellings ie avoid windows and balconies overlooking , so why should privacy be ignored for multi storey buildings

Strongly support measures to protect privacy. Further measures need to be taken to screen rear adjacent properties from balconies/windows overlooking their rear gardens. The changes acknowledge need for screening of laterally adjacent backyards, but does not make adequate provisions for overlooking of rear adjacent backyards (which are perhaps even more exposed).

I think balconies can give a pleasant effect to a building's appearance, especially when vegetation can be seen as a result.

The current Activity Plan cares zero for ratepayers who have spent considerable money building modern two storey homes within the past 10 years but were subjected to planning guidelines that are non-existent for apartments. We will have to contend with increased parking congestion in front of our house and large volumes of vehicles on our inadequate streets so hopefully this will make the plan less attractive to developers.

Hopefully this will assist the current neighbours who at present have no rights when it comes to their privacy

The current CBACP specifies that only some specific provisions of the R Codes (now replaced by the new ones on multiple developments) apply to new developments in the area. A vague sentence in the CBACP is: "The need to balance the desire for outlook, ventilation and solar access to apartments with the need for reasonable privacy and solar access to adjoining sites."

Developers ignore that and have concluded that in the absence of any guidance / control, neighbours have no right to reasonable privacy.

Guide (show or advise) versus Control (power to direct).

We support this provision to improve privacy but only if the overlooking balconies are screened.

Do you have any comments on your response about solar access/overshadowing?
Again, too late
This is self evidently a good idea in this day and age
Again, consideration should be had as to the potential benefits of higher, but thinner buildings, as potentially a lesser impact than shorter, but squat buildings.
Where development overshadows existing solar infrastructure the owners should be compensated.
Important for all including single dwellings to have sunlight and solar access. I am not entirely sure how this will occur in the 8 storey building approved in Leonora Street. Very depressing indeed.
As long as it is considering solar access if new, higher density developments, but not solar access of old, low density homes.
Again, many existing residents in the area installed solar panels at considerable cost long before there was a was any thought of such a redevelopment so far back from the freeway and it is inconceivable that it can be rezoned and multi storey developments allowed to overshadow long existing solar panels and render them useless.
Of course solar access / overshadowing should be considered . It is shocking that streets and streets of mount pleasant have lost winter sun to homes and gardens . Please do not repeat such folly
Solar access is extremely important, especially for those trying to minimise their footprint and grow their own food (which becomes impossible when large developments completely overshadow entire backyards).
Hopefully tall buildings will be strategically placed to minimise their shadowing effects. Thus I prefer a wider spread in the M15 zoning with restrictions on the spacing of such buildings per zone.
This is a much welcome inclusion for ratepayers who have spent a large amount of money on solar panels.
No multi-storey properties to be build
This policy does however only talk about the new apartment building and there is no talk about the percentage of solar access allowed for existing neighbouring properties so that is disappointing

Do you have any comments on your response about solar access/overshadowing?

The current CBACP specifies that only some specific provisions of the R Codes (now replaced by the new ones on multiple developments) apply to new developments in the area. A vague sentence in the CBACP is: "The need to balance the desire for outlook, ventilation and solar access to apartments with the need for reasonable privacy and solar access to adjoining sites." Another in the CBACP Vision is "Development above the podium height should complement / compliment (?) adjacent properties and be designed to allow for adequate access to sunlight and ventilation for all developments."

Developers ignore them and have concluded that in the absence of any guidance / control, neighbours have no right to adequate access to sunlight.

Guide (show or advise) versus Control (power to direct).

We support the solar access providing that it is rigidly applied to prevent overshadowing of adjacent properties and their solar panels.

Solar is the way to go. Must encourage.

Do you have any comments on your response about visitor parking?

Parking shouldn't be an objective for transit oriented development

1 bay per 4 dwellings with developments with 12 or more dwellings. Street parking is already extremely excessive in SPCC.

Again, too late

Reduces parking in the street unlike the approval for 49 and 47 Leonora St which is a disgraceful approval in that I understand no visitor parking has been planned or required.

This needs to be carefully calibrated: for less than 8 dwellings, zero visitor bays, 8 to 15 dwellings, one visitor bay, 16 to 23 dwellings, two visitor bays, etc.

In many respects, there can be dangers in providing too much parking. In a sense, there is an argument that less - not more - parking bays should be provided.

Parking is already an issue in the quieter streets. The impact will be quite considerable once development starts.

Still won't accommodate all visitors.

We should be encouraging less parking in this TOD location, not more.

We have adequate public transport and walking and cycling to accommodate visitors so no additional visitors parking needed. Automated and on-demand vehicles won't need parking either. This proposal is a waste of valuable space

I still consider the ratio to be too low. Given some developments already have approval for insufficient parking for residents, I would prefer a ratio of 1 in 5 for visitors. With a requirement of only .75 bays for single bedroom apartments, if there are for example 15 single bedroom apartments within a development this means only 11.25 bays for those apartments plus 1 visitor's bay so in total 12 bays for 15 people which I consider totally inadequate.

Planners may use ride sharing but visitors partners may still need to park a vehicle . Surely not on the neighbours property ?? These objections were raised when the Clydesdale 4 storey property was being approved , and ignored !

Do you have any comments on your response about visitor parking?

I am concerned that parking generally may not be sufficient generally when considering potential numbers of developments. For example, Edgecumbe St is not wide enough to support dual kerbside parking but it is already an issue with people parking too close to one another (staggered) which results in limited room to negotiate the cars and is an impediment to traffic flows. One option to counter would be to limit parking to one side of the streets like this.

New developments of higher density will force more people to park on the street rather than on the verge or within a lot.

The required parking based on dwelling type is aspirational considering the average number of cars per household generally in more affluent areas.

Strongly support increased parking requirements, however resident bays are still too few in number. If left unaddressed, draconian parking restrictions will be required to compensate (with resulting impact on existing residents who already rely on street parking)

The amount is too low. Should be one bay per 4 dwellings

Just a bit harsh on people who have purchased development properties to now be hit with upgraded parking requirements when their due diligence would have factored in parking needs.

I am hoping that the estimate of required visiting spaces is good. We certainly want to minimise street parking.

Hopefully this will have some benefit as parking is a huge issue in Como Beach. Parking in Leonora Street is already atrocious because of the lack of planning for car parks servicing Canning Bridge Station. We just wasted money on a dog park in Mary Street that could have been better converted to a parking facility to earn revenue for the Council

This ratio of bays to dwellings needs to be higher so that visitors are not parking on the street & verges & thereby interfering with other residents. I live in a street where there is, by necessity, a lot of vehicles parked on the street. This has meant that at times I have difficulty getting in & out of my drive way, visibility of oncoming traffic is very poor & my sons car has been side swiped.

No multi storie construction

In the absence of a requirement for visitor parking, developers do not see any need for it. Anything absent in the CBACP is one less thing to spend money on.

Around the Glendalough Train Station when I tried to visit someone there, it was impossible to park - there were cars on verges all over the place as well as bins out for collection. It was hard for waste truck operators.

Our concern is the overflow visitor parking onto Edgecumbe Street. Parking on both sides (which is legal) prevents a normal flow of traffic. This road will need to be widened by cutting back the verges. Where are ambulances, maintenance vehicles going to park?

Do you have any comments on your response about visitor parking?
However, more is needed as many apartments have 2 cars. Traffic and parking already seriously congested. Most streets down to one lane.
Refer to attached submission

Do you have any comments on your response about dwelling diversity?

Good idea to boost the level of stocks for 3/4 bedroom apartments

Will exacerbate street parking. Future slums.

Although I support this I hope families do not to raise children in apartments

The key is diversity. New buildings should be required to provide a proper mix - 1 bedroom, 2 bedrooms, and 3 bedrooms (with 4 bedroom being optional).

The cost of 3 and 4 bedroom apartments will preclude most families from purchasing and if a family has that kind of money they are more likely to buy where children will have access to some play area in the home and where they may have pets.

Is there any chance of making this retrospective for new developments which have not yet been finalised. I am thinking of the development in Clydesdale Street and which I don't think has as yet submitted a building plan. I am concerned that this development will be used primarily for Curtin University students who will always just be temporary residents. I can not imagine any families ever living there.

Is the city of south Perth at canning bridge just catering for uni student cheap housing ? This is a prime central area and families might consider living here if the vibe good . A mix is essential

This is a sound strategy to include or attract families to apartments which is common in interstate and overseas. I think it is best to reduce the minimum number of x bedrooms and leave it to market to decide what is required instead of building too many 1 or 2 bedrooms apartment.

A developer should be able to provide the accommodation mix they want. The market will determine if they made the correct selection.

If the federal government insists on increasing our population then to protect land from being cleared of bushland and forests then families will need to live in apartments.

This will ensure a chance for families to buy. The one bedroom requirement is bizarre as we do not live in Manhattan. It is more likely to result in apartments used for AirBnB

Dwelling diversity should also include what Charles Montgomery (Canadian urban planner who recently visited Perth) refers to as "gentle density". This includes apartments for families (more bedrooms) that are no more than 3 - 4 storeys ie the "sweet spot" as well as triplexes, duplexes etc. He notes that Perth has very little diversity in housing options. He also cites extensive research that demonstrates that apartment blocks, such as the new ones near Canning Bridge, do not create good neighbourhoods & residents are the 'least happy'. The further from the ground, the less happy. Also they site low levels of trust & neighbourliness.

No multi storie construction to be built in this area

Do you have any comments on your response about dwelling diversity?
Height bonuses should be considered for developments that provide for 3 and 4 bedroom apartments as they are generally under represented in the Perth metropolitan region
Previously flats catered more for singles and couples, of various ages and lower income families. Developers work out which segment of the market to pitch their sales to. It would depend on the demographic of the area and how transient residents to the area are.
Apart from the new proposals there should be restrictions on airBnB and short term rentals. This will prevent the influx of disruptive, noisy, low life elements.
Refer to attached submission

Do you have any comments on your response about front setbacks and colonnades?

It will give a feeling of less towering and that is a good thing.

Better to have wide side and rear setbacks, and almost eliminate front setbacks. Front setbacks activate the street front, help eliminate crime through passive surveillance, and are especially useful in mixed use.

I just find the whole idea of allowing space for people to have access as if that is something special so difficult to comprehend. I have no difficulty with slow changes to a suburb, and increased numbers of dwellings on a block up to 4 storeys, but to allow high rise and then provide provisos so humans can actually live in the alleys and canyons created is almost laughable if it wasn't so deeply disturbing.

I especially think the second clause of this item is important to separate the pedestrians from heavy vehicular traffic, both for safety and so fumes can more easily disperse.

How nice to have a sheltered walkway fronting Canning Highway. This would encourage restaurants cafes shops for the pleasant walk to and from the transport hub

This encourages small business opportunities along the colonnade and more community engagement.

Not familiar with this

This is the most ridiculous recommendation. This is the result of planners who have no experience of Canning Highway. Colonnades are NOT required on Canning Highway. It simply is not a pedestrian thoroughfare. Provide canopies over the footpath, maybe, but to think that we need colonnades is planning idiocy. Lets suggest it for Leach Highway, Stirling Highway, or perhaps Angelo Street! What would be the discussion around that? You aren't even asking for it on Mends Street, where people do stroll up and down. So why on Canning Highway?

If possible to build, I would like higher colonnades at the sides of buildings to give more visible open space. If not possible to build, then there should be more space between buildings at ground level rather than above the podium.

This sounds like a sensible approach. Developers have had the front-running over existing ratepayers in these Activity Centre Plans so anything that makes it less attractive to just whack up a monstrosity and then cut and run will be much appreciated.

Do you have any comments on your response about front setbacks and colonnades?

Naming parts as quarters may be based on this source on walkability:

Leon Krier: a city can only be re-constructed (infill) in the form of urban quarters – as a federation of urban quarters. Each quarter must be a city within a city. Tiredness sets a natural limit to what (the distance) a human being is prepared to walk daily and this limit has taught mankind all through history the size of rural or urban communities.

Books by Jeff Speck 2012 and 2018:

“Walkable City was written to inspire; Walkable City Rules was written to enable. It is the most comprehensive tool available for bringing the latest and most effective city-planning practices to bear in your community. The content and presentation make it a force multiplier for place-makers and change-makers everywhere.”

I assume that M15 development is confined to Canning Hwy because it is not mentioned here and one of the primary functions of the CBACP precinct is “Overall gradation of heights from main traffic routes towards the surrounding residential areas.” (CBACP Vision 2011).

Depending on the rush of passing traffic, and closeness to it, walking along a busy highway can be unpleasant because of the noise and crossing delays.

Support walkability.

Refer to attached submission

Do you have any comments about waste management?

Agreed

Sounds reasonable

This modification should include that low profile contractor waste collection trucks are allowed and that the Council should not continue to require that only their high profile large heavy waste collection truck is to be used on H4, four storey developments.

Agreed unless there was a rear access/services laneway

Will this include the recent approval of the development in Leonora Street?

Waste management should be considered on all development.
I don't see how 'three storeys' is reliant here.

Don't agree with this proposal as restricts higher density development. I prefer on-street waste management and a lot more on-site recycling and composting.

I agree that this should be the case

I agree with the second part of this item for the purposes of safety.
The first part I would prefer to see dependent on the number of apartments (and therefore the number of bins), not necessarily the height of the development or lot size.

This planning is essential . We are living in 2019 , not Victorian London . We can't have scores of bins lining the streets

I believe this is onerous on developments. 800m2 lot size is not that large.
It should be a requirement where there is dual street access - i.e. the collection vehicle can enter on one street and exit onto the other. Allowing for a waste vehicle to turn around within an 800m2 lot would sterilise a considerable amount of land within the ground level of the development.

Strongly support

Strongly doesn't support. Reasons as outlined before.

Support

800 sqm is NOT a large site. This needs to be substantially increased. Place a three point turn footprint for a refuse truck on an 800 sqm site and see what impact it has. It is difficult enough on a 2500 sqm site.

Perhaps there should also be provision for rooftop hydroponic growing of vegetables? Also growing space around the side walls. Space should also be available for a communal compost/worm farm to minimise wastage of usable food waste.

This is a fantastic idea. Thank you.

Do you have any comments about waste management?

No multi storie buildings to be constructed

Consideration should be given to base requirement on smaller waste vehicles and not default Australian Standard waste truck (equivalent). smaller waste vehicles should not be excluded especially for smaller sites such as narrow H8 lots

In accordance with TPS6 cl. 4.3(1)(p), for any dwellings within the Canning Bridge Activity Centre, the applicable development requirements are contained within the Canning Bridge Activity Centre Plan and provisions of the R-Codes do not apply, other than provisions relating to: (i) Storage; (ii) Waste Management; (iii) Utilities; and (iv) Vehicle access.

Safety issues, noise and the waste presentation point are best served by not requiring waste truck operators to reverse. (WALGA: Multiple Dwelling Waste Management Plan: Guidelines for WA Local Governments and Developers).

"When it comes to driving and operating the waste haulers and garbage trucks, the average drivers spend almost 99 percent of his time moving forward. But the irony of it all is that the remaining time which requires the drivers to operate the trucks backward result to more accidents and costs on the road. Whenever the driver starts to activate the truck in reverse, the risk of meeting an accident increases, putting the operator and the pedestrians in danger. This is a serious issue not just for the driver but also for the fleet manager. Reversing accidents will not just cause costly damages to the garbage trucks; these can translate to lost productive hours, hospitalization and a damaged reputation.

Responsible driving should be second nature for someone who is operating any type of vehicle. Know the blind spots and always check these. The standard mirrors will not always give you the complete picture. Walk around the garbage truck to check for pedestrians and other tire hazards. A spotter (reversing assistant) may be helpful when operating the garbage trucks. The operator and spotter should agree on the use of hand signals. Use the horn to warn pedestrians when attempting to reverse. These safety reminders and the installation of reversing camera systems can go a long way in promoting safety on the road."

Reversing into a site of 26 storeys with a waste truck required ceding of land and the removal of two on-street parking bays in a recent (20 Nov 2019) DA approval on Melville Pde / Bowman St. Six collections a week (of general and recycling waste) is part of the waste management plan.

Allocating space to manoeuvre the waste truck within the site boundaries in lot sizes 800 Sq. m or greater may assist other service providers such as furniture removalists and tradesmen to carry out their work without trundling materials longer distances.

It would take more time to reverse in and the crossover gradient may be hazardous if steep. The street frontage may only be able to take a certain number of mobile bins.

What works better in a practical way with less risk and less impact on streetscape amenity?

Agree absolutely. We do not want our streets lined with green and yellow top bins.

Do you have any comments about these sustainability?

I do not have sufficient knowledge to comment but I think the description is insufficient descriptive to add to my knowledge eg minor development, such as additions and alterations.... What is a minor development, adding a second storey, double garage and tennis court?

Agree

Agreed. A logical and sensible approach.

Do not support proposal. We need sustainability considerations in all alterations.

Agree

The small home owner doing a small extension is not going to adversely impact the rest of the community like the multi storey developer . Here today gone tomorrow and left his mess for us to live with for the next century .

I support this change.

Support

Support.

Just so long as it only applies to quite minor developments. Into the future costs of cooling or heating buildings with good air quality will likely be important for quality of life.

No

So long as it doesn't undermine the performance of an approved 5 star green star development

I think there is a misconception about the proposed changes to sustainability in the information provided. My understanding is that the requirements in LPP P350.01 Environmentally Sustainable Building Design would be applied to smaller developments, thus a green star rating of 4. The cost of Green Building Council of Australia Certification by a trained assessor runs to thousands GBCA: As the first 5 star residential building in Perth, Cirque apartments (Applecross) sets a benchmark for the sector and shows that it is possible to achieve affordable, high quality, sustainable design on the west coast. Stirling Capital said Cirque was the first apartment project in WA to achieve a five star Green

Star design rating for Australian Excellence in Sustainable Design. Compared with buildings that meet minimum standards, Cirque has been designed to use 35 percent less electricity, cut water use by 25 percent, recycle 96 percent of waste and produce 44 percent fewer emissions.

Good

Do not support

Do you have any comments about these development intensity?

Support the first dot point, however "is reflective of the scale of development allowed in the Plan" seems a bit superfluous. Like saying the objective of the Plan is to align with the Plan.

Agreed

Would have been nice to have this before developments like 117 - 119 Lockhart street were approved / supported by COSP planners

Please leave to develop their land as they wish.

"Existing public transport infrastructure" can always be increased to match the requirements of additional developments.

Not sure if it is possible to ensure land is not under-developed. Development approval usually provides a right to develop, not an obligation. The R-Codes prescribe maximum, not minimum, density requirements. I think it is theoretically possible but would be odd to refuse a development application on the basis of underdevelopment of a site.

Agree

Under developed??? Good grief! We wouldn't want that? How would a developer survive?

Perfect!

Avoids big box development, in favour of multi-storey residential/commercial.

I agree.

I support this change.

Support. Development along arterial roads/public transport routes is sensible, with rapid transition to densities that more closely match the existing.

Neutral

Should also take into account age of existing adjacent blocks- ie not a good choice to high rise next to new single story house

This is maybe the wrong way around. Public transport increase to serve the density. Keeping density down will simply maintain a lower level of public transport. Example in case - the proposed South Perth Station. No density - no station. Density - Station!!!

Yes, I agree that there's no point to the whole exercise if the intensity is not close to that considered desirable for helping to make public transport provision used.

Good

This proposal does not support existing public transport - it is excessive for the area

Do you have any comments about these development intensity?

Fantastic. This should be used to guide development outcomes such as my response to Q1 If my recommended change is not implemented as an amendment. it will assist decision makers in having due regard to the CBACP generally

Greater densities and diversity of housing at Canning Bridge will depend on improved public transport while improved public transport will depend on greater densities The chicken and the egg problem. Similarly with electric cars. Until the infrastructure to charge electric cars is widespread, the appeal of the cars will be limited to a niche due to inconvenience and risk of running out of power. The answer there is "sell to someone with both chicken and eggs." Tesla should find someone who can buy the whole ecosystem all at once like a city or car rental company.

So far, the timetable for infrastructure upgrades to make public transport more attractive has not been met. That was dependent on activating a Development Contribution Plan under SPP 3.6 which has not occurred. The Court of Appeal rejected the hypothetical notion of bringing a critical mass of residents to the area to facilitate later commercial development. It had to be a demonstrated development outcome.

Challenges were said to be community acceptance of greater density, infrastructure funding and role of public transport in delivering productivity outcomes.

People who work near train stations are more likely to use the train service than those who live near train stations. It is unlikely there will be any long term parking provided in association with the station because pedestrian, cycle and bus access is desired.

Time-frames now differ for the CBACP: initially they were critical (immediate); short term (1-5 years); medium term (6 - 10 years) and long term (10+ years). Short term has become (0-10 years); medium term (11-20 years) and long term (20+ years). The City is stated to be in the planning stages of infrastructure upgrades.

One infrastructure project has got underway: Main roads is constructing the on ramp from Manning Rd to the Kwinana Freeway southbound. Others mooted but yet to be implemented are:

- New bus interchange
- Bus priority lanes along Canning Hwy
- New bridge for east bound traffic south of existing two bridges
- New bus station integrated with rail station
- Upgrade station to include toilets
- Assess land redevelopment opportunities
- Achieve the highest and best use of land
- Development Contributions Plan SPP 3.6

Consideration should be given to

1. Lower density along Mary St to a maximum of 2 storeys.
2. Raise density in area bounded by Leonora, Henley, Canning Highway to 12/15 storeys.

Rather increase public transport to support development, not the other way.

Do you have any comments about the proposed changes or is there anything else you would like to share with us about the proposed changes to the CBACP?

Too many consultations. Need to get on with it.

The changes ignore the most obvious issue with the current CBACP , which is the significant drop off zones that impact a small number of residents on Lockhart Street, where zoning drops from M10 to H4 directly opposite. The CBACP is graduated in most instances and drops from M10 to 6-8 stories opposite (or 6-8 stories down to H4 opposite) - and graduation is a stated aim of the CBACP. As such, where this has failed, special compensation / consideration needs to be provided to the effected residents who now face significant financial losses thanks to planning oversights. Even the developers of the M10 buildings acknowledge and empathise with this 'ridiculous' (their words) situation

I truly wish that you would stop trying to increase density by stealth in the "lungs" of the suburb. Please listen to international experts on the community detriment of high density living irrespective of tree canopies, setbacks, podiums etc.

To risk repeating the point, people get overly concerned with height. But height is not the enemy.

The real enemy is the terrible consequences that come from the usual effects of higher density, which include: poorly designed apartments, loss of the existing tree canopy, loss of gardens, overly crowded buildings with minimal side and rear setbacks. To the extent height was every seen as an urban disease, it is merely the symptom and not the cause.

I would much, much rather see proponents be rewarded with a taller, potentially slimmer building on a larger block of land (perhaps on an amalgamated block but who can guarantee more apartment holders say luxurious river views), with great design, and the protection of trees and gardens, than the current state of squat, cookie-cutter medium density subdivisions that are fast blighting the City of Perth (including in South Perth).

Good and innovative developers should be rewarded. Lazy developers who seek cookie-cutter models should be discouraged.

I think the flora and fauna should be strongly considered. There is a lot bird life in the area due to some very mature trees and also the frogs in the area which can be heard at night. I hope there plight has been thought of.

As I have made clear in previous statements I am opposed to the high rise development as outlined in the plan. The river is a special place for all and development should be about access to the river both under and over the freeway. Slow changes to a suburb through low level developments up to 4 storeys with all of the provisos outlined included is a preferred option with large open green areas leading to the river. I cannot help but think of other areas where development such as that outlined have been completed or partially completed and the complete cultural and natural deserts that have been created. I look at the emptiness of Subiaco, Claisebrook, Rivervale and our own Mend Street as examples of what will occur.

More flexibility for setbacks to be taken on their merits.

Do you have any comments about the proposed changes or is there anything else you would like to share with us about the proposed changes to the CBACP?

Generally, the changes appear to aimed at restricting height of developments through other provisions such as setback and waste. It doesn't really make sense.
8 storeys isn't high rise and should be encouraged.

We need to accommodate a lot more people in the walkable catchment of Canning Bridge Station. Many of the proposed changes will not allow for this population growth. Many Como residents who wanted these changes obviously suffer from NIMBYism.

I do not like the development of single lots, where the single lot is located amongst single dwellings, like the development at 87 Robert Street.
Developers should be encouraged to source owners of adjoining blocks to merge, thus giving more scope for designs and open space.
Corner blocks offer a better solution for developments as they overlook less properties.

Please please get it right since a lot of people / ratepayers are adversely affected by poor planning. I am well travelled and do not have any problem with higher density but it needs to respect the human scale

Nil.

While I am no fan of the CBACP I am pleased that some common sense is being applied and it may result in better buildings. Serious changes will still be required to streets and you may have to consider removing verges to allow for nose in parking to relieve the congestion that already exists in the surrounding Como Beach Streets that only have standard housing. Try driving down Leonora Street or Mary Street to Preston on any day.

Do you have any comments about the proposed changes or is there anything else you would like to share with us about the proposed changes to the CBACP?

In addition, we are 162 Robert st Como, facing the freeway. When we bought the property, a handful of the houses facing the freeway but on the other side of the street had a commercial zoning whilst the rest of the street was residential. However I've just realised in the last couple weeks that the rest of the street now is mixed use whilst about 5 of us is still zoned residential although my block also faces the freeway. I'm very concern about only about 5 properties were excluded from the rest being mixed use and also with a much lower height limit. The ones opposite the freeway were granted 15 storeys height limit whilst ours are 6 storeys residential on the same street also facing the freeway. This is very unfair to us and the zoning doesn't make sense. I would appreciate it if you can review this so that the coding in our small pocket matches the others on Roberts road facing the freeway.

All of Roberts road is now zoned as mixed use apart from the handful of houses on our little pocket. This makes our block unattractive as it doesn't makes sense to have the rest having mixed use and then have a handful of blocks on residential only. This has significant impact on the value of the owner in this small pocket of Roberts rd.

This small pocket of Robert rd also has a rear laneway, which makes it more ideal to be a mixed use site with the same coding as the ones facing the freeway. We have not been consulted about the zoning difference between us and the rest of the street. We would be very grateful if your planners can review this and even set up a meeting to discuss this further. Thank you very much.

Perth has got lot of space to expand into without any need to overburden it with multistorey apartments. CBACP should be applied carefully to see the interests of the future generations and decrease unnecessary congestion. It cannot be applied to all properties and all streets. We cannot have multistorey buildings all over just because there is a CBACP.

There is a multistorey building coming up on 36 Edgumbe Street Como. Is it a right decision in the first place? Everything has been explained and justified according to the CBACP. But it seems out of character for a narrow street such as Edgumbe street and for the neighbourhood. It is also going to rob off the sunlight from the house on 38 Edgumbe Street Como. While such developments will generate revenue, it should be approved with caution.

Glad to see that the area on the river side of the freeway is no longer designated for development and therefore it can be assumed that this major bicycling route will remain intact.

There should be a development levy that will allow better access to the train station from the southern end. Currently people from the south have to negotiate traffic lights at Canning Bridge. How much better it would be if there was a cyclist/pedestrian bridge over the railway line to the river with ramps down to the station. Thus people would get much easier access to the river as well. The bridge could be made of fiberglass which would be easier to put in place over the electrified railway line safely and with minimum traffic hold up. The development levy could pay for it. In the past entrepreneurs with land to sell built tramways or even railways to make their land more saleable. A bridge to the river and to the station must surely increase the value of properties so a levy may result in a benefit that outstrips the cost.

Do you have any comments about the proposed changes or is there anything else you would like to share with us about the proposed changes to the CBACP?

The value capture method has been abandoned by the State Government as a means of funding Metronet stations. The WAPC has released Draft SPP 3.6 Infrastructure Contributions. (Public comment closed 2 Sep 2019). The explanation of how this policy is to be applied is so involved that it seems to be unworkable /impractical.

Car parking ratios are set as minimums not maximums which indicates no real push to get people to use active or public transport.

The whole notion of excessive growth is an old economic model using metrics that are past their use by date. There are no signs of innovation, just more of the same. The future does not look promising for key workers and the homeless. The risks of over-development have been amply demonstrated in Sydney and Melbourne so why go down that path?

Public confidence in this future shape or creation is decreasing rather than increasing. Tourism is also changing rapidly to an eco-tourist model for example.

In the City of Melville, the new mayor and new councilors have asked their residents for feedback on the Melville side of the CBACP and produced an interesting analysis report in a short time.

<https://www.melvillecity.com.au/our-city/connect-with-us/melville-talks/engagements/building-height-in-the-canning-bridge-activity-cen> The irony is that the Como/Manning part of the CBACP already has a cap of five storeys on bonus height whereas in the Melville part it is unlimited like in the SP Station Precinct Plan.

The new mayor of South Perth is reported as saying "I'd like to see Councils have greater control over planning development. Local communities want a greater say in what happens in their neighbourhood and I support that." (Channel Nine news report by Michael Genovese 21 Nov 2019).

There are two ways of spreading light - to be the candle or the mirror that reflects it.

So far the question of bonus height has not arisen on the Como/Manning side of the CBACP because no developer has asked for up to five more storeys permitted on the nominal maximum height in M10 and M15 areas. However, commensurate community benefits in return for bonus height is a big issue on the Applecross/ Mount Pleasant side.

Plot ratio as a primary built design control is entirely absent from the CBACP - whether that's good or bad seems to be a matter of opinion among architects. The City of Perth, for example, has a Bonus Plot Ratio Policy and its own City Architect.

The City of South states that a Parking Management Plan for the Como/Manning part of the CBACP will be commenced in the near future. Parking is a bigger issue in the Melville part.

Do you have any comments about the proposed changes or is there anything else you would like to share with us about the proposed changes to the CBACP?

I do not agree with the proposal in any form. The plan is excessive in this area, the current infrastructure does not support it and will lead to excessive traffic congestion. Only one entrance point - Henley Street, into the area is definitely not enough to cope with the number of people it is proposed to house. Also people will still have some cars- not enough provision has been made for motor vehicle which will end up parked on the streets causing major congestion and dangerous driving conditions.

This form of development is excessive in this area and should not be pursued. Lower level buildings should only be constructed on Canning Highway and not on nearby streets.

Reconsider measurement of height.

Example would be 207 Melville Parade COMO which has dual street frontage to Leonora Street also but has significant slope in site from Leonora Street down to Melville Parade level. Sites either side have taken level of Leonora Street and 'dragged it' towards Melville Parade.

Consideration should be given to examples such as this where it would be reasonable to assume Natural Ground Level as being Their arrival average of properties either side to the extent of their fill. Failure to do so will unreasonably restrict heights and built form outcomes will be manifestly out of keeping with desired or actual streetscape.

Recommend site inspection and review of topographical data and relevant approvals to see issue.

Overall there should be demonstrated concern for the existing properties and the long term established residents. The parking access to Edgecumbe Street is our major concern.

Written Submissions

The Department of Water and Environmental Regulation has assessed the above referral as a proposal of no interest and as such has no comments to provide.

I have read through the updated revised plans and would like the following question answered and clarified?

What is the reason behind ONLY FOUR houses on Lockhart Street from the corner of Woollana to 155 Lockhart Street being zoned 4 storeys forcing these properties to be overshadowed by 8 story buildings below on Robert Street, 8 story buildings from 155 onwards and 10 stories on Lockhart Street on the other side of Woollana Street?

Nowhere else on the Activity Centre Boundary Map is there such unjust zoning?



SHAPE URBAN