

CANNING BRIDGE PRECINCT VISION

Precinct Study completed in November 2010

BACKGROUND

Background

The Canning Bridge Rail Station Precinct Study was initiated under the State Government's "Network City: Community Planning Strategy for Perth and Peel" program that was launched in 2004. Network City examined ways of managing population growth through to 2031, by promoting increased employment and other activities at local and regional centres that are linked to key public transport services. This initiative included Transit Oriented Development (TOD) comprising a mix of residential, office, retail and other land uses that encourage local residents to travel by public transport. Similar principles have been embraced by the State Government's "Directions 2031 and Beyond", which was adopted in August 2010 and replaced the 'Network City' proposals. For more information about these strategies, visit: www.planning.wa.gov.au / Plans and Policies / Publications.

The State Government promotes 'activity centres' where a range of functions are encouraged. Many of these centres are in the vicinity of transit stations, providing an opportunity to foster transit oriented developments. During this study, the Canning Bridge Rail Station Precinct was examined to determine opportunities for further development as an 'activity centre' of this kind.

The Canning Bridge Rail Station is located within the City of South Perth, directly under the Canning Highway Bridge and within the Kwinana Freeway reserve. The location is highly valued as a transfer point, being at the nexus of the Perth to Mandurah railway and major east-west bus routes. Canning Bridge is the first station south of the Perth CBD. However, the site for the rail station is severely constrained by the relatively narrow Kwinana Freeway reserve, which limits opportunities for associated urban development in close proximity to the station.

Transit Oriented Development

The Transit Oriented Development (TOD) concept is a popular trend in urban development. Generally, TODs promote:

- more sustainable urban environments and travel habits
- clustering of businesses and other amenities around the transit stations
- efficient use of land, energy efficiency, pedestrian activity and opportunities for social interaction
- high quality and frequent transit services
- use of public transport, cycling and walking,
- development which encourages local activity and a "sense of place".

Canning Bridge Rail Station Precinct Study

The Canning Bridge Rail Station has been operational since December 2007, when the Perth to Mandurah passenger train service began. Since 2006, the City of South Perth has been working in partnership with the Western Australian Planning Commission and the City of Melville in a major study of the precinct surrounding the Canning Bridge Station, on both sides of the Canning Bridge. The precinct extends for an 800 metres approximate radius around the station. This is generally accepted as representing a ten minute walk or a two minute cycling distance.

The study has been undertaken in two stages:

Stage 1 of the study, which was completed in April 2007, involved community engagement and discussion with relevant stakeholders to determine broad attitudes and preferences for the study area. The scope of the Stage 1 project was to examine a wide range of relevant matters, including appropriate development mix and housing forms; pedestrian and vehicular linkages; and public transport connections (such as a bus shuttle from the station to Curtin University).

Stage 2 of the study was completed in November 2010. This stage involved additional community engagement and consultation, so as to develop more specific proposals for the future development of the study area. Stage 2 also involved extensive and detailed community engagement. The project manager for Stage 2 was the City of Melville.

Stage 2 of the study took into account the results of the Stage 1 community engagement. The '*Canning Bridge Train Station Precinct Community Engagement Report*', prepared by consultants, Estill and Associates, as well as other relevant information, can be accessed under 'Planning/Planning Precincts' on the City's web site at: www.southperth.wa.gov.au.

Purpose of the Stage 2 Study

Stage 2 of the Canning Bridge Rail Station Precinct Study examined the possibility of creating a vibrant activity centre at the bus and rail interchange at Canning Bridge, according to world's best practice for TODs. The study examined a wide range of planning aspects, including urban design, economic viability, access and the surrounding movement network, and focused particularly on pedestrian access to the station, car parking and vehicle circulation, housing diversity, built form, access to the river, precinct character and visual landscape. The aim of the study was to deliver a local area planning strategy that would take into account the community vision for the precinct.

Community Engagement Program

GHD's '*Consultation Report*' on all of the following City of South Perth community engagement events may be viewed on the City's web site at: www.southperth.wa.gov.au / Planning / Precinct Studies / Canning Bridge Precinct Vision.



Information Day: 21 July 2008

Stage 2 of the Canning Bridge Rail Station Precinct Study commenced in the first half of 2008 with the appointment of the project consultant, GHD Pty Ltd. To initiate the study's community consultation program, an Information Day was held on 21 July 2008, for any interested person within the notional 800 metres radius study area in the Cities of South Perth and Melville.

During the Information Day, information on the precinct was displayed and two briefing sessions were held. This provided an opportunity for landowners and community groups to learn more about the project, and also to present ideas, proposals, information, expectations and issues relating to the future redevelopment of the precinct. General information was also available for attendees to take away. Approximately 300 people attended the Information Day.



City of South Perth Community Forum 1: 11 August 2008

City of South Perth landowners within the notional 800 metre walkable catchment around the rail station were invited to the first in a series of Community Forums, held on 11 August 2008. A total of 111 people attended this Forum, with 80 remaining for the focus group discussions.

The Forum commenced with a detailed briefing on various options for the area. This was followed by table group discussions focusing on parking, traffic, built form, land use, visual character, safety and security. The results of these discussions were collected by the consultants, GHD, for further analysis.



City of South Perth Community Forum 2: 18 August 2008

The second Community Forum was held on Monday 18 August 2008. This Forum was for City of South Perth residents within the 400 metre core area nearest to the rail station. These landowners:

- are most closely affected by the study;
- are the most likely to use the rail station and surrounding facilities; and
- know the area most intimately.

A total of 48 landowners attended this Forum, with the majority remaining to participate in focus group discussions.



As with Community Forum 1, landowners examined various aspects of the study in more detail, and provided further feedback to the consultants, GHD.



City of South Perth Community Forum 3: 1 September 2008

Community Forum 3 for City of South Perth landowners was held on 1 September 2008. This Forum was again for landowners within the 800 metre catchment area. A total of 64 landowners attended, with 33 remaining to participate in focus group discussions following the introductory briefing.

GHD consultants had converted all of the valuable information, ideas and suggestions provided by residents at previous Community Forums, into very preliminary draft proposals. The purpose of Community Forum 3 was to enable residents to view these preliminary draft proposals and provide further feedback, focussing more directly on real land use and built form outcomes.

City of South Perth Community Forum 4: 8 September 2008

Community Forum 4 was held on 8 September 2008 for landowners within the 400 metre catchment area. A total of 44 landowners attended this Forum, of whom 35 remained to participate in focus group discussions.

Participants engaged positively in dynamic discussions regarding modifications to the road network, and long-term increases in dwelling density and building heights.

On 18 December 2008 a letter was sent to all of the participants in this Forum advising of the outcome of the City's community engagement program and advising of the further steps towards completion of the Study.

City of Melville Community Forums: 11, 14 and 18 February 2009

Following the City of South Perth's valuable series of Community Forums, the City of Melville implemented a similar community engagement process for their land owners within the Study area. The Melville forums took place on 11, 14 and 18 February 2009. Outcomes from both Cities' community forums and from other sources, contributed to the draft 'Canning Bridge Precinct Vision'.

Draft 'Canning Bridge Precinct Vision'

Following the extensive community consultation processes described above, the consultants combined the input from all relevant sources to form a draft 'Canning Bridge Precinct Vision'. Details of the draft 'Canning Bridge Precinct Vision' are available on the City's web site, and on the web sites of the City of Melville and the Department of Planning.

Canning Bridge Precinct Vision statement

The Vision statement for the project is given as follows:

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



Public Information Briefing: 13 February 2010

Following the release of the draft 'Canning Bridge Precinct Vision', a further combined public information briefing was held for any interested person from both the City of South Perth and the City of Melville communities within the notional 800 metres radius study area. The purpose of this information briefing was to present the consultant's draft 'Vision' for the precinct, and to clarify the main principles which underpin the initiatives.

The public information briefing was held at the City of Melville Civic Centre on Saturday 13 February 2010. Over 420 people attended. Participants were given an opportunity to ask questions on a one-on-one basis at any of five information tables, or from roving members of the consultant team.

The Mayors of both Cities invited written comments on the draft 'Vision' from the community. The 'Vision' is a non-statutory concept designed to provide direction to the local governments and the community as to the likely form of future development of the area. There will be further opportunities for residents, business proprietors and other landowners to have involvement in more detailed studies at a later time, and ultimately in the statutory amendments to the respective Town Planning Schemes.

Public Submissions on draft 'Vision' during February-April 2010

The Draft 'Canning Bridge Precinct Vision' was open for public submissions from 2 February to 1 April 2010 (extended from the original closing date of 19 March). Some very interesting suggestions and ideas were raised in written submissions. Key issues addressed in the submissions include:

- preference for removal of the Canning Bridge station;
- riverside redevelopment and environmental concerns;
- the proposed Cassey Street bus bridge;
- traffic and parking;
- intensity and height of proposed development; and
- the consultation process.

Endorsement of the 'Canning Bridge Precinct Vision'

All of the submissions received on the Draft 'Canning Bridge Precinct Vision' were reviewed and analysed by GHD consultants and the City's Project Management Group. In response to the submissions, a number of changes were made to the final 'Vision' documents. A report on submissions and the final 'Vision' were considered by the South Perth City Council on 28 September 2010. The Council resolved to support the spirit of the Precinct Vision subject to certain further modifications and qualifications relating to building heights, the Manning Road south-bound on-ramp and the Cassey Street bus bridge. The Council also recognised that further technical studies will need to be undertaken, before the project can be implemented, including, among others:

- (i) detailed built form and streetscape guidelines
- (ii) detailed traffic planning study
- (iii) parking and access strategy
- (iv) landscaping design guidelines.



At its October 2010 meeting, the City of Melville also considered the consultant's Report on Submissions and similarly endorsed the final 'Vision'. Minutes of that meeting are available on that City's web site at:

<http://www.melvillecity.com.au/about/elected-members/agendas-and-minutes>

On 23 November 2010, the WAPC also endorsed the final Vision report as a guide to further detailed planning for the Precinct.

On 30 June 2011, the Vision document was the subject of a public launch by the Minister for Planning.

Proposed Canning Bridge Precinct Structure Plan

Following endorsement of the 'Canning Bridge Precinct Vision' by the two Councils and the Western Australian Planning Commission, the next stage of the project will involve the production of a "Canning Bridge Precinct Structure Plan" to enable the 'Vision' to be implemented. A working group comprising senior technical officers from the main government agencies has been established to oversee this process.

For more information on the Canning Bridge Structure Plan project, please refer to the 'Where to From Here' information sheet on the City's website.

