

Report for Canning Bridge Precinct Consultation Report

October 2009

Prepared by:



CLIENTS | PEOPLE | PERFORMANCE

Prepared for:



— City of —
Melville



Government of **Western Australia**
Department of **Planning**



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1. Introduction

This document provides the Background Reporting to the Canning Bridge Precinct Vision Report and should be read in conjunction with that document.



2. Consultation

A detailed and extensive community and stakeholder consultation process has been undertaken to gather information on the community's attitudes and aspirations for future development and to also provide feedback and information to the participants at various stages of the Precinct planning process.

2.1 Community Information Day

The Information Day was undertaken to;

- » create awareness of the study and its purpose
- » obtain background information and identify issues of concern and possible development opportunities recognised by stakeholders
- » obtain stakeholder input to the draft Precinct Vision through an appropriate engagement program.

More than 1600 landowners were formally invited to attend the Information Day. A total of 235 persons registered their attendance at the Information Day. It is assumed that this number does not account for all attendees and that there were potentially 30-50 additional people who attended the venue on the day at various times.

It is assumed that most, if not all of these attendees, own property within the study area.

A number of questions and comments were received on the day and these are included in the Community Information Day Outcomes Report at Appendix A. The Precinct Vision has had regard to the views and comments expressed at the open day and in ongoing communications.

2.2 City of South Perth Community Engagement

As part of the early phases of the Planning Analysis of the Canning Bridge Train Station Precinct, the CoSP recognised that their community had not been engaged significantly on planning matters that specifically affected them within the area. To rectify this CoSP held a separate community engagement exercise.

The community engagement occurred over four (4) community forums, with a Council Briefing held at the mid point of the process. The Community Forums and the Council Briefing were held weekly over a five (5) week period and were held between the 11th of August and the 8th of September, following an initial briefing on the 29th of July.

2.2.1 Community Forum Outcomes

A number of key elements were discussed during the CoSP community engagement. These can generally be summarised as follows:

- » Pedestrian and cycle connectivity
- » Road Network
- » Parking
- » Bus/Rail Links



- » Look and feel
- » Impact on river
- » Density
- » Land Use
- » Safety and Security

The outcomes of the City of South Perth Community Engagement are included in the City of South Perth Community Engagement Outcomes Report at Appendix B.

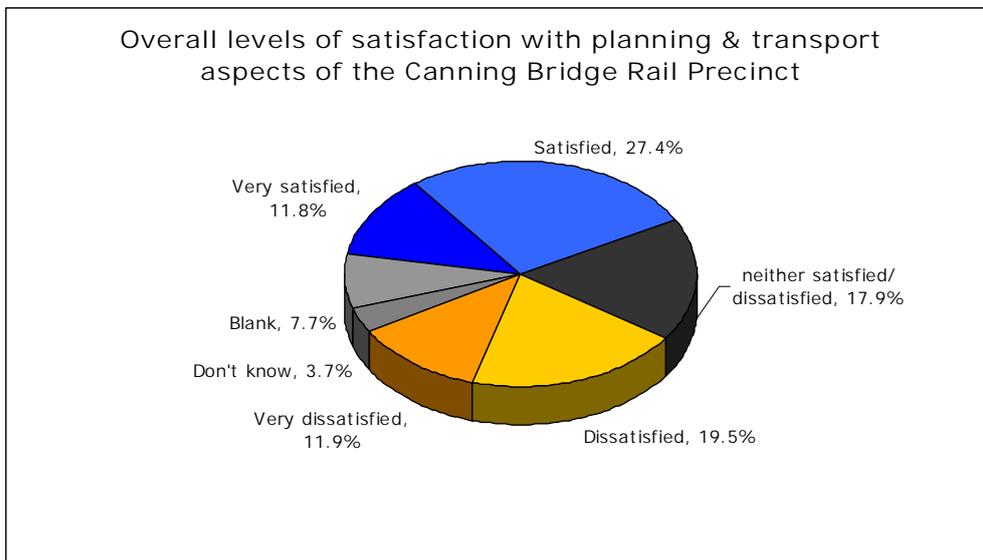
2.2.2 Summary of Attendance

A total of 111 attendances to Community Forum 1, 48 attendances to Community Forum 2, 64 attendances to Community Forum 3 and a total of 44 attendances to Community Forum 4.

2.2.3 Community Forum Survey

As part of the CoSP community engagement process, a survey was distributed at the Forum on 11th August. Seventy three (73) Respondents completed the survey and responses were received from around the Precinct. The following figures represent the main outcomes of the survey:

Figure 1 – Survey Question – Overall Levels of Satisfaction with the Precinct



2.3 City of Melville Community Engagement

As part of the early phases of the Planning Analysis of the Canning Bridge Train Station Precinct, the CoM (similarly to the CoSP) recognised that their community required additional engagement on planning matters that directly affected them within the area. To rectify this, the COM also held a separate community engagement exercise.



Attendees were invited from within the boundaries of the study area within the COM local government area. The community engagement occurred over three (3) community forums, held between the 11th of February and the 18th of February.

2.3.1 City of Melville Community Forum Outcomes

The majority of attendees at all three sessions communicated an understanding of the likely future change in the Precinct. Whilst some expressed significant concerns for increased development, a substantial number of attendees also expressed desire to be proactive in the change to ensure that future development is carefully planned with high quality architectural design and positive community benefits.

The Community Forums have generally expressed the following as key themes:

- » Built Form and Heights
- » Architectural Quality
- » Parking
- » Local Public Transport networks.
- » Appropriate traffic studies.
- » Mixed Uses
- » Community development
- » Safety and Security

The outcomes of the City of Melville Community Engagement are included in the City of Melville Community Engagement Outcomes Report at Appendix C.

2.3.2 Summary of Attendance

A total of 31 attended Community Forum 1, a total of 19 landowners and tenants registered for Community Forum 2 and a total of 59 landowners and tenants registered for Community Forum 3 in addition to the City of Melville staff and Councillors who attended.

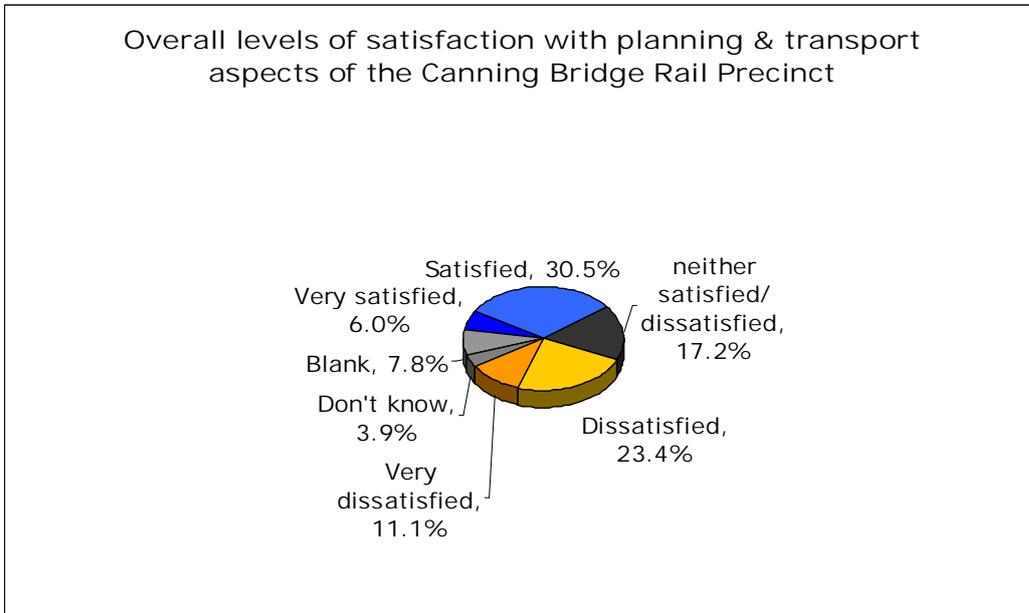
2.3.3 Community Forum Survey

A survey was distributed personally at the Forum held on the 11th of February and handed back on the same day. Thirty One (31) Respondents completed the survey, and responses were received from around the Precinct.

The following figures represent the main outcomes of the survey:



Figure 2 – Survey Question – Overall Levels of Satisfaction with the Precinct





3. References

City of Melville. 2007, *People, Places, Participation: A Community Plan for the City of Melville 2007-2017*

City of South Perth (2006), *Sustainability Strategy Action Plan 2006-2008*, Available from the City of South Perth http://www.southperth.wa.gov.au/city_sustainability/city_sustainability_strat_action.htm

City of South Perth, *Canning Bridge Train Station Precinct: Community Engagement Report*, Available from the City of South Perth http://www.southperth.wa.gov.au/out_for_comment/old_out_for_comment/20070718_south_perth_report_v2.doc



Appendix A
Community Information Day Outcomes
Report

Report for Canning Bridge Precinct Study Information Day Outcomes Report

July 2008

Prepared by:



Prepared for:





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1. Introduction

1.1 Background

Urban rail is experiencing a revival on a worldwide basis. Experience from cities around the world suggests that the provision of modern and efficient suburban electric rail systems provide a positive incentive for development of land in close proximity to stations for a higher density of housing, commercial, office and other relevant urban land uses.

The Western Australian Government recognises that rail is a particularly beneficial form of public transport because it contributes minimal pollutions and provides a fast, efficient and comfortable service for commuters. The Western Australian Government has recently finished construction of a passenger rail line from Perth to Mandurah, which is now in full operation.

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 the nexus of the railway and major east-west bus routes. However, the site for the rail station is highly constrained in a relatively narrow portion of the Kwinana freeway reserve, which limits opportunities for associated urban development in close proximity to the station.

1.2 Canning Bridge Rail Station Precinct Study - Purpose of the Study

The purpose of the study is;

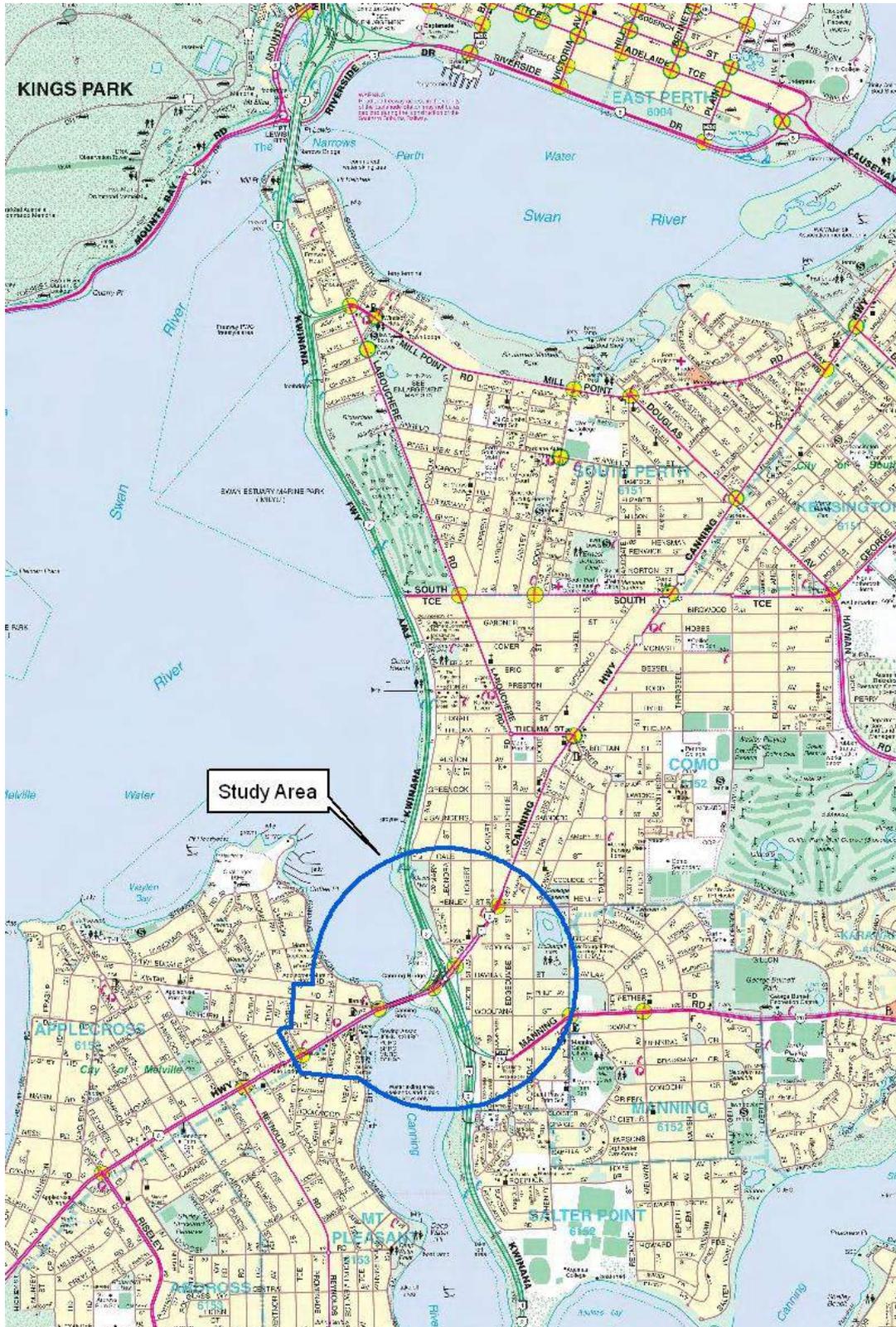
- » To support the Study Area as an Activity Centre, within the context of *Network City* and surrounding activity centres, being developed in accordance with best practice and TOD principles
- » To prepare a planning framework for development and a strategic implementation guide that enables the City of Melville, the City of South Perth, the Department for Planning and Infrastructure/Western Australian Planning Commission and other relevant stakeholders and interested parties to make informed decisions about the future use of land within and adjacent to the study area

1.3 Study Area

The study area is broadly defined as a 1 kilometre radius around the Canning Bridge Train Station. Adjacent to the Canning Bridge Rail Station to the southwest is the commercial hub of Mt Pleasant and Applecross, comprising offices, retail, restaurants/cafes, and several recreational opportunities. The area is generally well developed, with several medium to high rise developments, and a significant number of established private homes. The iconic Raffles Hotel redevelopment is located here. To the east of the train station are the suburbs of Manning and Como, which are largely an established private residential area, with generally low density housing.

Figure 1 illustrates the general boundary for the Canning Bridge Rail Station Precinct Study Area.

Figure 1 Location Plan





1.4 Network City

The *Network City: Community Planning Strategy for Perth and Peel* (Network City) was released in September 2004 for public comment. The document was the result of a State Government initiative to review the existing planning policies and statutory mechanisms that have guided development within the Perth Metropolitan Region and the significant population projections for Perth in the next 25 year period.

Emerging from the review, which involved significant community and stakeholder input, were a number of strategies and priorities that were based on the identified values of sustainability, inclusiveness, innovation and creativity, sense of place and equity.

The precinct planning process should consider the various policy strategies and actions that are outlined in Network City. In particular, the following strategies and actions have been identified as having particular relevance to this project:

- » Developing activity centres at selected locations along activity corridors to support the development of the public transport network with strong centres at the ends of each corridor;
- » Encouraging mixed-use development in activity centres, including higher density residential developments and employment generators, especially where centres are well served by public transport and have high amenity, walkable environments;
- » Plan for local places to develop identity and pride, and to increase social and cultural capital, by engaging the community in decision making;
- » Provide places with distinctive qualities, and with a role and a purpose, that differentiates them within the city;
- » Revitalise existing centres and suburbs by enhancing their amenity and attractiveness, their economic, social and cultural vitality, and their safety and security;
- » Encourage the local mixing of uses, to reduce the overall need for people to travel between their places of residence, employment and recreation; and
- » Build new, and revitalise existing, employment centres.

Network City identifies Canning Bridge as an activity centre along an activity corridor within an older area that may have opportunities to strengthen networks and centres. In this respect, Canning Bridge is a location where a range of activities are encouraged. Employment, retail, living, entertainment, higher education and high level or specialised medical services are a few activities that are encouraged in these precincts under Network City. The general intent along activity corridors is to encourage higher density housing and a mix of uses (commercial and residential and retail and community uses together) to facilitate the development of communities serviced by a high level of public transport

1.5 Transit Oriented Design Principles

Transit Oriented Design or TOD can be described as planning for *“moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding motor vehicles whose design and orientation facilitate transit use”*. (Technical Advisory Committee for the “Statewide TOD Study: Factors for Success in California”).

The key elements of TOD are identified below:



- » An integrated and good quality transit system, that combines multiple transport modes;
- » Reduced dependency on cars within the TOD precinct;
- » Moderate to higher residential densities in walking and cycling distance to major transit stops;
- » Mixed uses that include destinations and activities that need to be accessed on a regular basis (live, work, play, shop, civic);
- » Maximise safety to generate a safe night time economy which can backload transit use;
- » High transit trip generating land uses near major transit stop;
- » Creation of a quality sense of place within the public domain;
- » Active street frontages that promote vibrancy and safety with a legible street pattern and robust buildings that may facilitate changing land uses over time.

This study will consider ways in which the above principles of TOD can be effectively and timely delivered to the Canning Bridge Train Station precinct

1.6 Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

The policy 'Planning to Support Transit Use and Transit Oriented Development' (DC 1.6) seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use, and which will achieve the more effective integration of land use and public transport infrastructure.

The following policy measures are applicable to this study and study area:

- » A diversity of lot sizes in subdivisions within transit oriented precincts, matched with a robust street layout, is encouraged as it provides greater flexibility of development options, and enhances the robustness of the urban structure, making it easier for the precinct to evolve over time through a progressive intensification of activities and change to uses that will more effectively support transit use.
- » Continuity of footpaths should be ensured along both sides of the street within transit precincts. Neighbourhood layouts should be planned to avoid pedestrians having to cross major roads, or to traverse or be forced out of their direct way to by-pass other obstacles to access transit facilities.
- » Development should be designed to facilitate access to and enhance the legibility (i.e. the ability to navigate around the area) of transit facilities. There may be opportunities for the physical integration of developments with transit infrastructure, incorporating uses that support the station, for example retail uses that will provide services to, and benefit from the custom of transit users.
- » The design of developments, especially in proximity to stations, should be robust, to allow for the use of buildings to change over time, to uses that may be more appropriate to a transit-oriented precinct and supportive of transit use.

DC 1.6 is supported and encouraged by the State in several ways. The implementation of the policy is integral to the process of the development of Town Planning Schemes, the Metropolitan Region Scheme, and local planning policies. It is aligned closely with Network City and the principles of TOD development.



The policy is also expected to be considered in the determination of development applications for the subdivision, development of land and redevelopment of existing areas within transit oriented localities as identified by the Network City Framework.

1.7 Community Information Day

The Information Day was undertaken in accordance with the brief;

- » To create awareness of the study and its purpose
- » To obtain background information and identify issues of concern and possible development opportunities recognised by stakeholders
- » To obtain stakeholder input to the draft precinct plan through an appropriate engagement program.

The target attendees were determined to be the landowners within the study area, being an area of approximately 1km radius from the rail station. The landowners were invited to the Information Day by direct invitation through mail (See Figure 2) and information was made available via the City of Melville and City of South Perth websites. In addition, newspaper articles about the Information Day communicated the event to a broader audience.



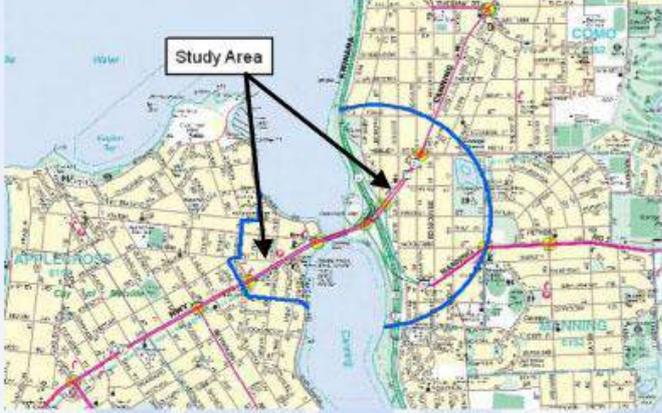
Figure 2 Information Day Invitation

Canning Bridge Rail Station Precinct Study
INFORMATION DAY INVITATION
Monday 21st July 2008

The Department for Planning and Infrastructure, the City of South Perth and the City of Melville would like to invite landowners and community groups within the study area to an Information Day

The Information Day will be held at the South of Perth Yacht Club
Between 11:00am and 8:00pm on Monday 21st of July

Formal briefing sessions will be held at 11:00am and 6:00pm



The purpose of the study is to consider the possibilities of a vibrant activity centre at the bus and rail interchange at Canning Bridge, and the opportunities and constraints associated with urban activation at the existing location

The study area is the area considered to be a 'walkable catchment' from the rail station, as defined by Western Australian Planning Commission Policy

The Information Day will provide an opportunity for landowners and community groups to communicate ideas, proposals and issues relating to the study area, as well as their expectations for the future of the precinct. Attendees are encouraged to bring along and share any information that is relevant to the study area

Information will also be available on the day for attendees to take away, such as information sheets regarding Transit Oriented Development policies, guiding principles for development, and the process of consultation going forward in this study

Landowners with specific development proposals or expectations are encouraged to make appointments with the project team for meetings throughout the day via:
GHD (the Consultants): Anna Kelderman, 6222 8775 anna.kelderman@ghd.com.au





2. Information Day

2.1 Agenda

The Information Day was run with a briefing session to open the day and a briefing session at 6 pm, followed by a public question and answer session after each session. A record of the public questions can be found in Section 2.3. Between the briefing sessions, an extended period of free question and discussion time was allowed for attendees to ask questions and discuss their concerns and expectations with the consultants. A record of those discussions can be found in Section 2.5.

The following represents the formal agenda set for the day:

- 10:00** – Set up and preparation
- 10:50** – Final facilitators Briefing
- 11:00** – Welcome and Briefing 1
- 11:30** – Free Question and Discussion Period (meetings as booked)
- 18:00** – Briefing 2
- 18:30** – Free Question and Discussion Period

Due to the number of people at the venue prior to the 11 am start time, the facilitators briefing did not occur, however, it was agreed that all questions and discussions subsequent to the briefing would be recorded by GHD so as to manage the information gathered through the day.

The question and answer period following the 6 pm briefing session completed the day's events, as it was concluded at approximately 8 pm.

Available information on the day included:

- » Network City Documents
- » Network City Wall Poster
- » TOD Brochures
- » TOD Policy Document
- » Residential Density and Housing Examples
- » City of Melville and City of South Perth Planning Schemes
- » Community Planning Information/Plans/Invitations
- » City of Melville and City of South Perth Background Documents
- » Large Aerial Photographs
- » Pedestrian Access
- » Movement Network plans
- » Bicycle Network Plans
- » Public Transport Network Plans
- » Parking Areas Plan



- » Drawing Materials for discussions

2.2 Information Day Presentation

The presentations shown at the Information Day are attached to this report at [Appendix A](#).

2.3 Information Day Attendees

A total of more than 1600 landowners were formally invited to attend the Information Day. A total of 235 persons registered their attendance at the Information Day. It is assumed that this number does not account for all attendees, and that there was potentially 30-50 additional people who attended the venue on the day at various times.

Of the attendees who registered, the following represents where they attended from:

- » Applecross 66
- » Ardross 3
- » Attadale 1
- » Bateman 1
- » Booragoon 2
- » Claremont 2
- » Como 98
- » East Fremantle 1
- » Kardinya 1
- » Kelmscott 1
- » Kensington 2
- » Melville 1
- » Mt Pleasant 35
- » O'Connor 1
- » Salter Point 1
- » Shelley 2
- » Shenton Park 1
- » South Perth 5
- » West Perth 1
- » Willagee 1
- » Unknown 7

It is assumed that most, if not all of these attendees, own property within the study area.

An additional 48 persons called the number on the Information Day invitation for further information, although many of these attended the Day.



2.4 Information Day Public Questions

The following table is a summary of the questions asked publicly during the workshop:

Questions/Comments - Morning Session
What is the timeline for submissions
Will the WAPC override the local government if they are not happy with the outcomes of the plans
Will there be compulsory acquisitions as a result of this study
Where will public housing go - is this the land that will be acquired
Will all submissions be made public - on the internet etc
People are interested in being properly consulted and advised
How will consultation occur
Perth as a population of one million people occupies a land area greater than London - we need to address and expect growth - we need to plan for the growth and plan appropriately not try and keep it spreading to the fringes
Why is this Information Day on a Monday, not Saturday
Have we looked at the South Perth station and how it combines with this study
Train station integrated with Freeway rather than with passengers - difficult to get to station - integrate the rail station with passengers in this study
Provide comments to - Canning.bridge.blogspot.com
Ferry service - going to UWA - where does the ferry go from
This workshop and study is a good idea, very proactive - the area is boring and needs an uplift and should be enlivened like Subiaco etc
Should developers discuss their plans with us
Plan with subdivision going through - is this a proposed resumption
What if you don't want to do something with your land - Canning Hwy through to Lockhart St - will our land be resumed



Questions/Comments - Evening Session
What is the duration of the study
Does that mean high density housing and parking on the CoSP side
Will there be something done with the parking in private streets
The amount of traffic in private streets is dangerous - who does something about this now
Applecross – For cyclists - will lines be put in on Kintail road for the cycle ways for safety
Prefer bicycle path on the Road – identified bike edges on the roads
Numbers of boarding's 2000 per day - what numbers are we doing our planning based upon
Why do we not close the station and move away from the whole thing
The other stations have full amenities - this is an ad-hoc design
What other engagement will occur to complete this project
What density is expected on the South Perth side
Is the station warranted in this location since the station is so close to the CBD anyway
In the overall context of making the train viable, is this number of boarding's relevant
Has any cost benefit analysis been done to compare the cost of individual precincts all over the metro area with the gradual creep of urbanisation on the fringe
TOD's are only one planning outcome - why is nothing else being considered for this precinct
In this area other factors account for land values - why should TOD be the story here - its not been the reason for all the amenities so far
Hope that as much account is taken for the Como residents as the Melville side - thinks that Como side will be more negatively impacted
Not to create a mini ghetto
Increase density heavily - major cities around the world have rapid transit systems that allow for liveability and not parking - Not two bays per unit
Have you seen any other situation like this before - a station put in one of the worst bits of road infrastructure, bad traffic, bad pedestrian access, buses and river - Huge challenge
Does any other situation pose the same challenges as here (traffic issues etc)
Problem getting rapid transport to the rail station - should we have parking at the periphery with rapid transport to/from
How many bays in raffles are taken up during the day? No matter how many bays are provided people will always chase the free bays in the streets



Lots of talk about cars and buses - any consideration for light rail along canning road
Keeping us informed – reminder to use the blog site as shown above
Can we make a comment on the O'Bahn system in Adelaide
If wanting to see the effect of density see Tweeddale Road – undesirable outcome

2.5 Information Day Discussions

The following reflects the comments made by individuals during one on one dialogues with the Consult on the Information Day. The names of these individuals have been omitted, however, the general location has been included to reference their perspectives.

2.6 City of Melville Residents

Kintail Road (City of Melville)

- » Generally accepts the scheme amendment proposal – happy with the framework identified in the Scheme Amendment 35 (SA35)
- » Would like to discuss the redevelopment of this site in conjunction with adjacent sites including the council owned Senior Citizens Centre
- » Interested in a partnership with Council
- » Believes that City of Melville are thinking of relinquishing Senior Citizen Centre
- » Believes that the DC1B-R80 in the scheme amendment would be better if extended to the *FINI* development (further west along Canning Highway)
- » Would be interested in looking at design options with Council
- » Would be ok for this discussion to occur more formally – Will submit formal comments

Tweeddale Road (City of Melville)

- » Concerned about development that is not consistent with the surrounding development – so that it sticks out and does not suit the area (example – Tweeddale road development)
- » Can provide a petition which supports SA35 regarding the change in density for the south side of Tweeddale so that it matches the other
- » Ok with other proposed densities etc in SA35
- » Concern is the design outcome, not the actual R Code number – impact of bulk and scale at boundaries and street front rather than actual density is the concern
- » Would like to see graduating density out from Canning Highway so that streets appropriately interface – graduating down in height and density
- » No more density at the periphery of the study area – maintain 'residential feel'



- » Density should stay the same at the edge of the study area in the short term – change to density further down the track when appropriate
- » Train station design is lacking, no facilities, unattractive, hard to get to, unsafe
- » If there is an improved station the use of the station will also improve

Petition provided by email 22.07.08

Melville resident – Leonora Street (City of Melville)

- » Leonora Street – Residential R40
- » Interested in redevelopment potential
- » Main Roads WA (MRWA) site next door – interested in purchasing the MRWA site and perhaps doing a larger development
- » May consider development of land but does not want to do it at Residential R40 if there is a potential for the density to increase
- » A partnership with some adjacent landowners would be considered/interesting
- » Suggests that somewhere in this area there should be another landmark like the Raffles development – to interface with the other side of the river – suggests Cassey street provides an obvious divide for changes in density and height
- » Would like to see a graduation in heights down from the centre of the study area
- » Would like to hear more about the process regularly

Resident of Melville near Tweeddale Road (City of Melville)

- » Density will bring too much traffic
- » Already traffic issues at Canning Highway and Canning Beach Road
- » Wants senior citizens centre to stay where it is
- » Council only wants to subdivide to increase rates and increase salaries
- » Does not want redevelopment of any kind at all – no change to existing buildings – do not want to allow people to redevelop as per acceptable development in the Scheme as it stands today
- » To accommodate growth develop the lower Heathcote lands. Re-route bus 158 along here to cater for the redevelopment
- » Only allow change to occur within the study area – no changes outside (Melville side)
- » Tweeddale Road is a hoon racing area
- » Brothel on Canning Highway and tattoo parlour are unacceptable
- » Brentwood is a higher crime area and should be where growth is accommodated
- » Manning/Como area near McDougal Park is also a high crime area and could be improved
- » All new development should be high quality finishes and should allow for extra space between buildings rather than buildings being all cramped together



Melville resident - Heathcote area (City of Melville)

- » Concerned with maintaining the existing amenity of the area – keeping the tree lined street which Applecross is known for and putting trees back where they used to be
- » Likes the idea of all regular services near home, and knows this means that development is inevitable in pockets
- » Would like to see public transport (PT) coordination i.e. when a bus gets to the station, a train is soon to arrive – lack of PT coordination means that PT is unusable for most
- » Commercial and high rise is also inevitable – area will grow – try to keep building bulk near Canning Highway
- » Access to the rail station is critical – would use it more during the day if the access was better and safer
- » Good bus access is also necessary
- » Levels, density, bulk decreasing as moving away from the Highway

Applecross Resident (City of Melville)

- » Parking – street parking is not ok – need to fix this immediately
- » Not wanting another Raffles – no more tall buildings
- » Want the development of the area to stay as it was 30 years ago
- » Want it to remain residential only
- » No change whatsoever
- » Does not believe there is any need to accept that an increase to the population is a fait accompli
- » Perth's population does not have to double, increase at all – build a new city in the state's north. Do not allow any further change to Perth's population, not in centre or on the fringe
- » Want to maintain the spaciousness and peacefulness that are desirable to owners and part of the areas character
- » Against high rise and density – 1/8 acre minimum (Residential R20)
- » No more bulk and density
- » Raffles is not a precedent and the Mayor guaranteed this to be the case at the time – believes any change to the contrary would be actionable

Kintail Road (City of Melville)

- » Wants more height and density than already existing
- » Has an application for a 4 storey development in council – wants to go higher to guarantee views
- » Would like to see heights graduated out from the river like in Labouchere Road north – front properties lower going up to higher so that all properties have a chance to access views forever



- » Heights going down from Canning Highway to the river and same on southeast side
- » Supportive of increased height and density – would like 8 stories now
- » Labouchere Road heights up to 10 storey
- » Offices/commercial at ground level and residential above

City of Melville Resident (City of Melville)

- » President of the Melville Amenity Preservation Inc.
- » Came to the open day with an adversarial mind set and acknowledged that the presentation made him change his mind.
- » Satisfied that the process was fair, open and informative.

Moreau Street (City of Melville)

- » Interested in densities higher than R 50
- » Would want to be incorporated in the Prime Area of influence (Red)

Ogilvie Road (City of Melville)

- » Waiting for opportunities for higher densities

Canning Highway (City of Melville)

- » Interested in joining land assets towards a comprehensive development
- » Asking questions about the best process forward
- » Suggested a Memorandum of Understanding between a group of land owners followed by planning work such as precinct plan, dialogue with City of Melville planners, business case consolidation and implementation/legal framework last
- » Possibility to engage with IGA and Caltex site land owners
- » Possibility to provide public carpark in partnership with the CoM

The Esplanade (City of Melville)

- » Part owner of a strata plan
- » Looking for office/commercial redevelopment opportunities
- » Interest in planning with adjacent properties

Kintail Road (City of Melville)

- » Part owner of a strata plan (3 units)



- » Development is ageing, consider options for redevelopment
- » Suggested to approach other strata plan owners and then explore development opportunities in conjunction with the City of Melville who owns adjacent land holding (library, carpark and Tivoli Hall)

Tweeddale Road (City of Melville)

The Esplanade

- » Would like street closed. Pedestrian access only.
- » This would prevent rat-running (cars driving through to avoid major traffic areas) to Leach Hwy
- » Access to the Freeway North from South Perth precinct needs to be considered.

Melville Parade

- » A small area of Parkland currently exists near the property - concerned that this land may become car park, business area or another use. Noise issues
- » Concerns about parking on the verge.

General

- » Concerns about land acquisition
- » Concerns about the development of public housing and affordable housing in the precinct

Ogilvie Road (City of Melville)

- » Issues with Manning Rd South
- » Leonora St public open space (POS) - concern about losing POS. Would like the land to remain as parkland and amenity. Public open space is gradually being reduced on the South Perth side so only small pockets are remaining.
- » An audit of existing POS should be undertaken
- » Concerns about land grab on corner block of Davilak Street and Roberts Rd

Tweeddale Rd

- » The street should have restricted parking and residents should be provided with parking permits.

Davilak St

- » Parking Issues - consider restricted parking
- » Vandalism
- » Safety
- » Manning Rd on/off ramp is dangerous, would like to see some changes to it.



2.7 City of South Perth Residents

Near McDougal Park (City of South Perth)

- » Asked for an increase to Residential R40 some time ago and would still like to change density
- » Thinks that higher density is appropriate here, adjacent to higher density housing already and across the road from a big park area
- » At present, new buses service and changed bus routes are using the west side of McDougal Park as a quasi bus terminus and for turnaround to get back to the Canning Highway
- » The buses sometimes stop for up to 20 minutes starting at 6:00am most weekdays, and leave their engines running. Very noisy and affects several homeowners. Have contacted PTA about this but no change has been observed
- » Buses should be doing this activity on Henley Street where both sides of the street are parkland and residents will not be affected. Ley Street is also affected by the increased bus services and quasi terminus
- » Bus congestion on Clydesdale Street (158)
- » Consider re-routing buses from Clydesdale Street – residents have lots of access to bus routes in this area

Near Freeway (City of South Perth)

- » Freeway and Canning Highway Bridge needs to be more people friendly
- » Lights are needed everywhere
- » Would like to see:
 - Cafes, Shops
 - Walkways
 - Artwork relevant to areas history i.e. tent city - depression years, indigenous life etc fishing, parking, beautiful designs, parks and nature to compensate for the pollution of the freeway and train etc
 - Sink the freeway underground- It would make such a difference

Como area (City of South Perth)

- » The presentation did not start on time and was too long
- » The Baptist Church may be used for further information sessions

Resident near Woollana/Edgecumbe Street (City of South Perth)

- » Currently Residential R15 – ok for it to stay the same, but thinks there is potential to increase the density to maybe Residential R30



- » Supports more apartments, mixed uses
- » Ok also with a change of zoning to allow other uses
- » Main concern is that land would be compulsorily resumed
- » Supports development

South Perth resident (City of South Perth)

- » Need to improve the facilities and amenity of the station and the precinct
- » Ok with current zones now – realistic view that this will change and that densities will increase
- » Does not oppose change, but would like to see it be developed the best way possible

Canning Highway (City of South Perth)

- » Existing building stock is old
- » Interested to redevelop the site for office/commercial perhaps 4 to 5 storey
- » Suggested to approach land owners along Thelma Street and seek a more comprehensive redevelopment scheme.

Wooltana Street (City of South Perth)

- » Very concerned about daily rail patron parking in front of property
- » Understand the need to upgrade the bus station and potential for redevelopment in close proximity to the rail station.
- » Concerned about potential land resumption
- » Would want to maintain road reserves/vista corridors towards the river in future plan for the area
- » Against proposal by MRWA to close Wooltana Street road reserve between Robert Street and the Freeway.

2.8 Summary of Comments

2.8.1 Question and Answer Sessions

The main issues raised & discussed at full sessions were:

- » Study timeline and process
- » Could the WAPC override Local Governments to accommodate stated growth targets
- » Compulsory acquisition – will this occur
- » Public housing size and location
- » Need to plan for growth rather than ad hoc increase
- » Pedestrian access to rail is unsafe and inadequate, station is substandard



- » Should the station be there? (City proximity, future station at the Zoo)
- » Area is boring and needs an uplift like Subiaco
- » Will there be high density and parking on CoSP side
- » Cost of urban consolidation versus expansion of urban fringe single lots
- » What will be done to contain/mitigate impact of rail patronage street parking
- » Light Rail on Canning Highway

Additionally, a 'BlogSpot' was set up to provide a space for comments on the internet - www.canningbridge.blogspot.com – the web page currently has two (2) posts, with a single response to each post. One post relates to the information day, and provides a formal 'welcome' to make comment, and the other comment relates to the safety of access to the rail station, including a picture illustrating the current mode of travel across the freeway on ramps.

2.8.2 One on One Sessions

GHD undertook one on one sessions in the period between the formal briefings on the Day. The main issues raised & discussed at the one on one sessions included:

Pro Growth/Development

- » Increase redevelopment opportunities (More height & density)
- » Partnership planning with adjoining owners (Memorandum Of Understanding's)
- » Partnership development with Local Government (CoM – Parking)
- » Design outcomes may be more important than Higher Density

Not favorable to further development

- » Area needs public amenity improvements not more development
- » Access to rail must be improved, concerned about increase in rail patronage if facility is not upgraded
- » Maintain spaciousness and peacefulness as it is
- » The process to date is fair and informative



3. Conclusions

The majority of attendees communicated an interest in being informed of the process further. Other suggestions throughout the day included:

- » Publishing something once a month in the local papers to update the community on the project
- » Publish Q & A's from the public briefings
- » Provide an update on each Council's website regarding the day

GHD will now begin to develop two concept plans for the study area. The comments and questions received throughout the Information Day will be used in the development of these plans, and GHD will identify how each plan reflects/responds to the comments of the community.



Appendix A
Information Day Presentations

Canning Bridge Rail Station Precinct Study

Information Day

July 21st 2008



The Purpose of this Study

- To support the Study Area as an Activity Centre, within the context of *Network City* and surrounding activity centres, being developed in accordance with best practice and TOD principles
- To prepare a planning framework for development and a strategic implementation guide that enables the City of Melville, the City of South Perth, the Department for Planning and Infrastructure/Western Australian Planning Commission and other relevant stakeholders and interested parties to make informed decisions about the future use of land within and adjacent to the study area
- To ascertain the communities visions, needs and expectations

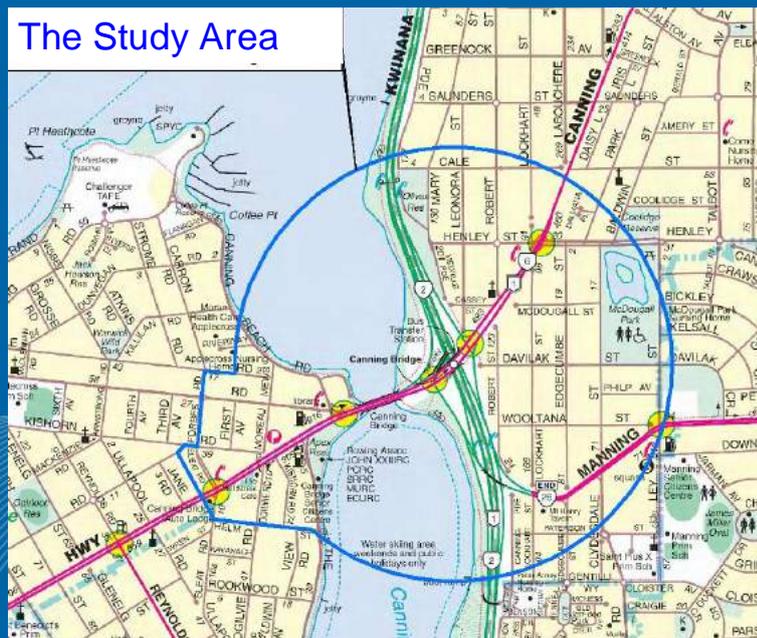


Today's Objective:

- To create awareness of the study and its purpose
- To obtain background information and identify issues of concern and possible development opportunities recognised by stakeholders
- To obtain stakeholder input to the draft precinct plan through an appropriate engagement program

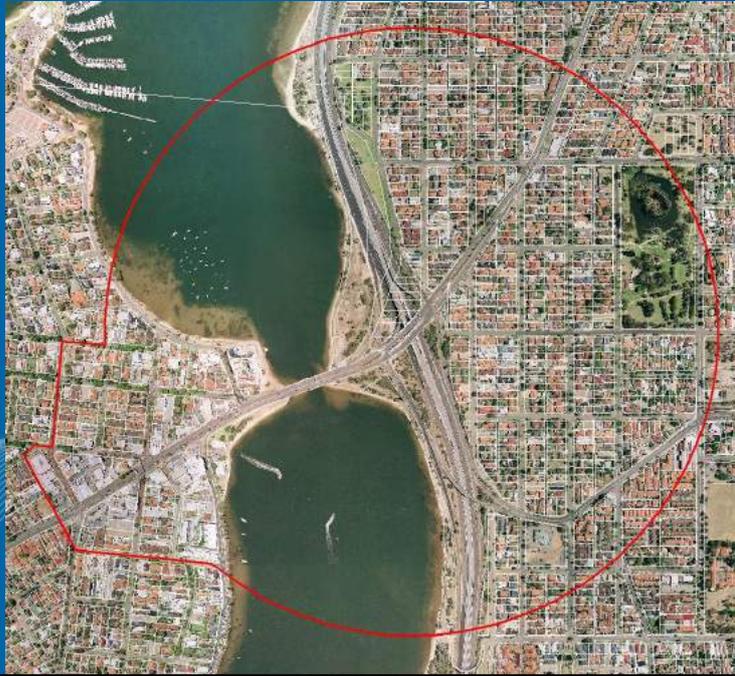


The Study Area

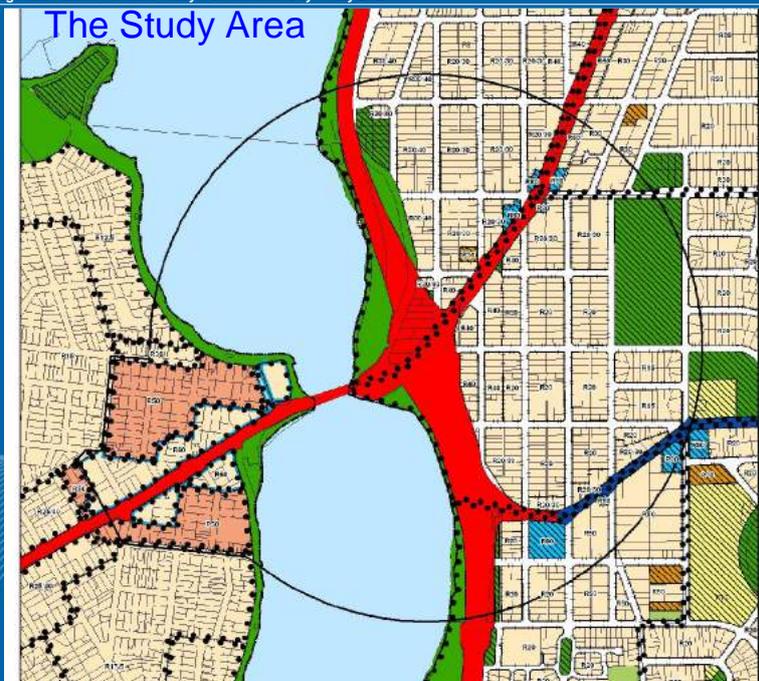




The Study Area



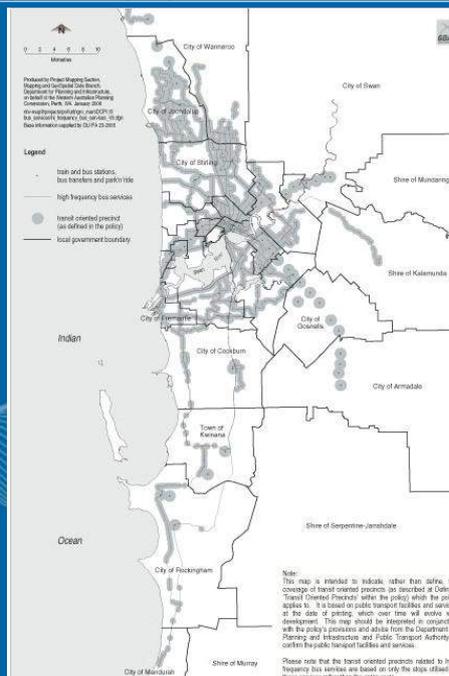
The Study Area

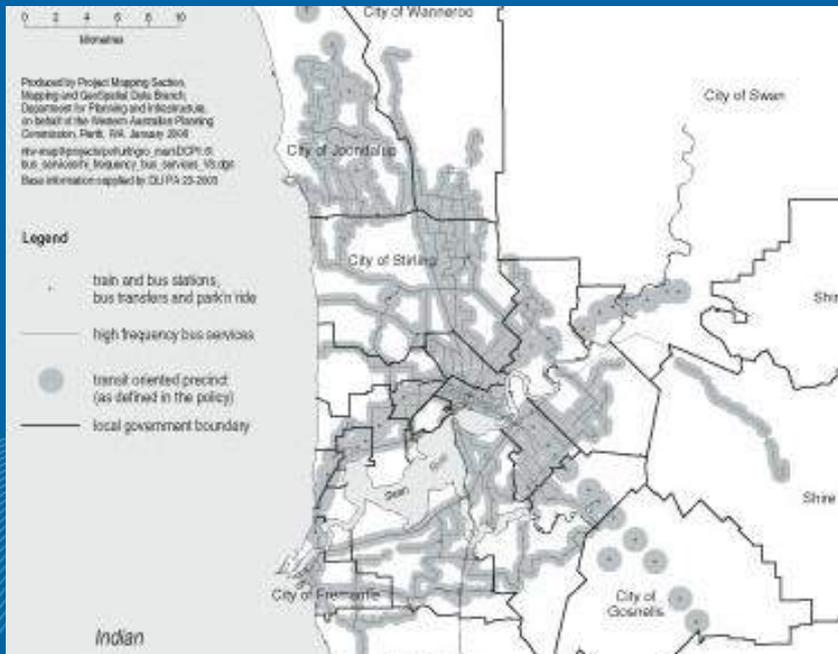




Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development Objectives:

- To promote and facilitate an alternative to private vehicle use;
- To enhance accessibility to services and facilities;
- To improve equity for those without a private vehicle;
- To encourage development that allows planning for more efficient public transport;
- To reduce the instance of contra-flow during peak periods by creating departure points that are also destinations;
- To ensure the optimal use of land within Transit Oriented Developments (activity centres);
- To ensure that transit infrastructure facilitates transit supportive development by maximising safety, security and convenience;
- To promote and facilitate walking and cycling within Transit Oriented Developments; and
- To promote and facilitate integrated transport nodes and activity corridors





Transit Orientated Development (TOD) principles:

- Promote higher-density mixed use development;
- Introduce a diversity of housing;
- Create an urban and walkable lifestyle hub;
- Create public spaces to encourage social interaction;
- Facilitate access to recreational activities;
- Promote a positive sense of place and image;
- Protect appropriate existing features and values;
- Ensure active public realm;
- Create pedestrian-friendly streets and spaces;
- Create permeable low speed street networks;
- Foster legible built environments;
- Reducing travel needs and distances; and
- Improve employment choices, business and investment opportunities and access to community services.



The **Network City Draft State Planning Policy** has formally been out for public comment and is currently awaiting final consideration from the Governor.

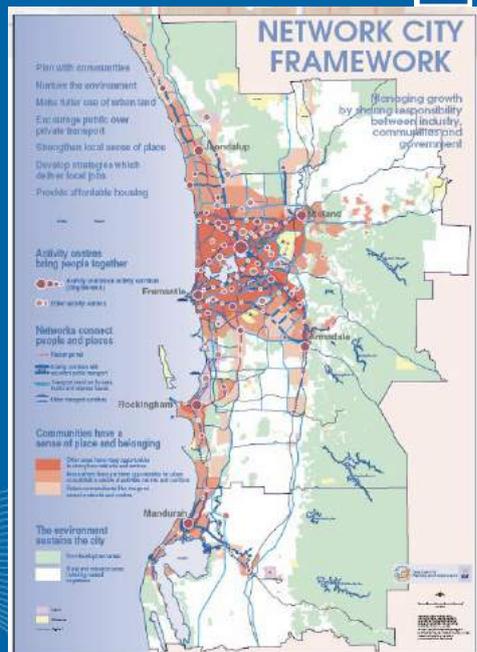
The draft State Planning Policy lists the following ten key objectives of **Network City**:

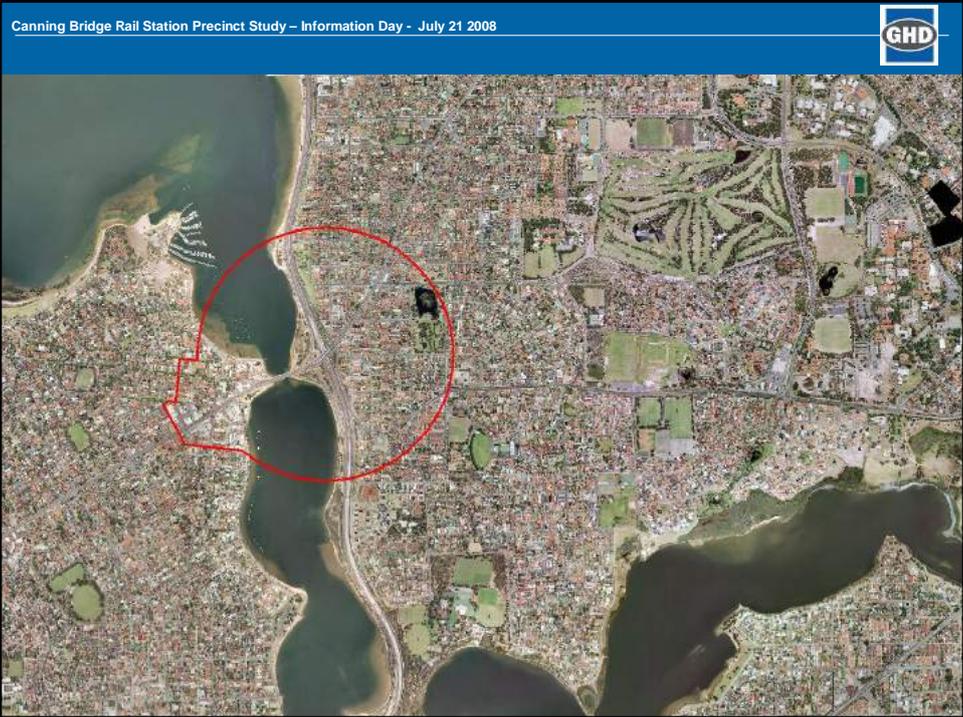
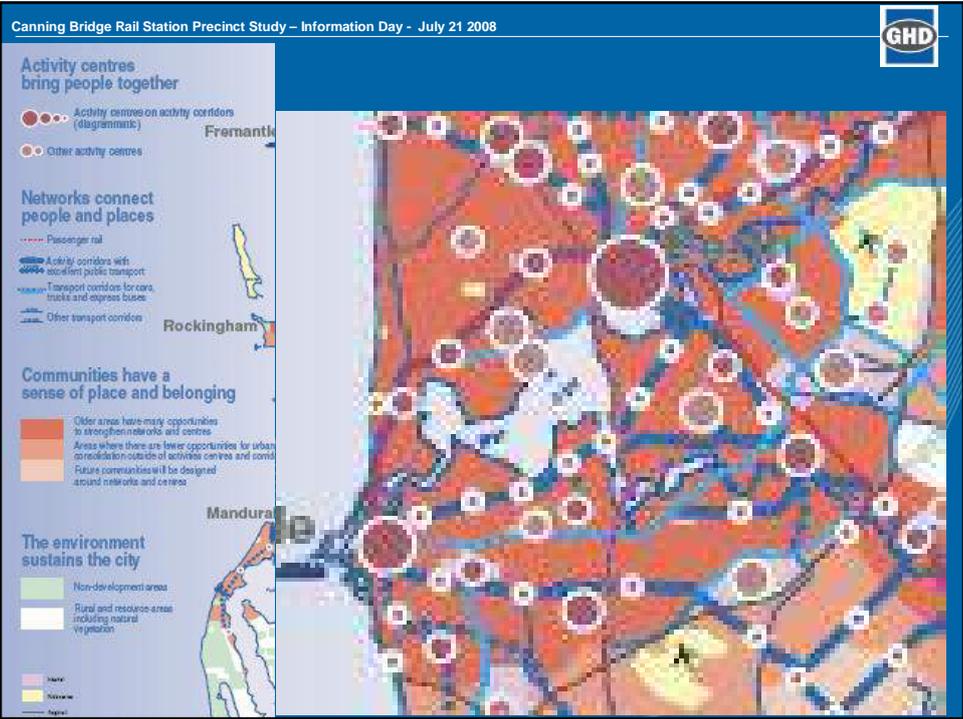
- Deliver urban growth management;
- Accommodate urban growth primarily within a Network City pattern, incorporating communities in *activity centres*;
- Align transport systems and land use to optimise accessibility and amenity;
- Deliver a safe, reliable and energy-efficient transport system that provides travel choice;
- Protect and enhance the natural environment, open spaces and heritage;
- Deliver for all a better quality of life, building on our existing strengths;
- Plan with the communities;
- Ensure employment is created in centres;
- Deliver a city with 'urban' energy creativity and cultural vitality; and
- Provide a city plan that will be implemented, provide certainty and deliver results.



Network City Principles

- Manage growth by sharing responsibility between industry, communities and government
- Plan with communities
- Nurture the environment
- Make fuller use of urban land
- Encourage public over private transport
- Strengthen local sense of place
- Develop strategies that deliver local jobs
- Provide affordable housing

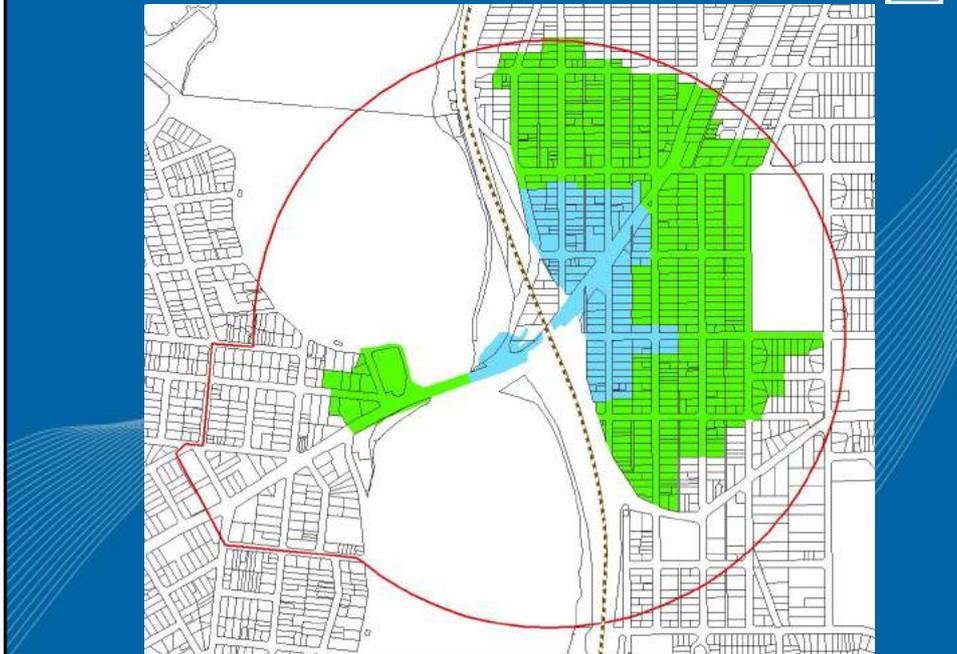




Issues and Considerations for the Study Area – Pedestrian and Bicycle Access

- Cyclists are not choosing to use the station heavily at this point in time
- Major safety/security issues with access to the station, including lack of lighting and poor access for people with disabilities.
- There is a need to improve the comfort and attractiveness for people using the station. i.e. improving the amenity of the station.
- Improving pedestrian comfort, accessibility and safety who use the train station in the short term is a key priority
- Generally pedestrians prefer to cross at grade rather than use pedestrian ramps, lifts etc – the path of least resistance





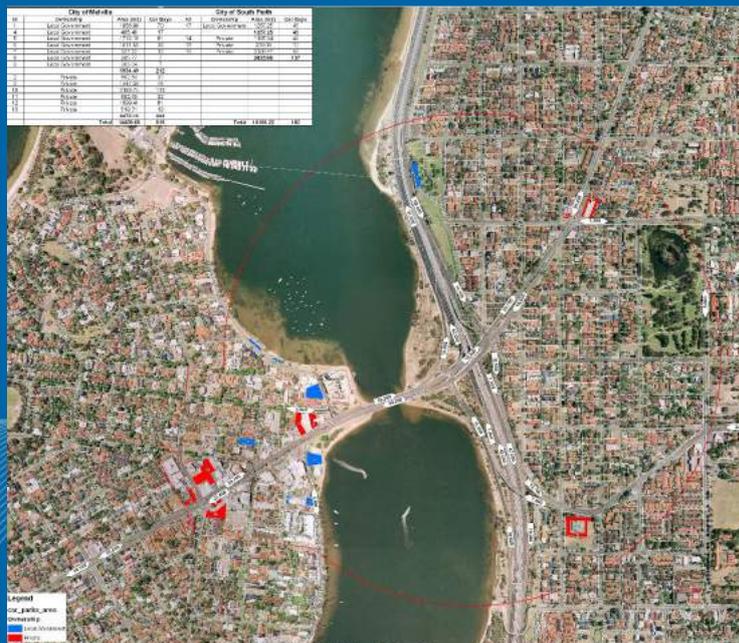
Opportunities for the Study Area – Pedestrian and Bicycle Access

- More direct and prioritised pedestrian access
- Better bike parking facilities should be provided in road reserve; need to provide a balance in order to attract more cyclists while not over providing
- Better cyclist facilities – showers, change rooms etc
- Ensuring future planning responds to the needs of pedestrians - considering the path of least resistance and designing pedestrian movements into the network
- More safety and security measures implemented within the precinct to support and encourage the use of the public transport facilities



Issues and Considerations for the Study Area – Car Parking

- There is no formal Park'n'Ride or Kiss'n'Ride facility at the Canning Bridge Rail Station due to the constraints of the location
- As a result informal Park'n'Ride is occurring in residential streets which is creating a significant conflict
- Limited additional parking is available for short term users in either the Applecross or Como/Manning area





Opportunities for the Study Area – Car Parking

- Incentives for landowners to consolidate land parcels and develop community parking areas
- Opportunities for shared private parking facilities
- Opportunities to look at local/regional parking issues and development of a management strategy that responds to all concerns in an holistic manner

Issues and Considerations for the Study Area – Traffic

Major roads

- Kwinana Freeway is congested in both morning and evening peak hours. The north-bound on-ramp and south-bound off ramp both experience long queues and delays
- Kwinana Freeway lane widths north of Canning Highway are below desirable standards. There is extremely limited scope for widening
- Kwinana Freeway is constrained by the Canning Highway bridge abutments. Freeway shoulders are below desirable width. There is no opportunity to widen the freeway or add capacity at this location, with the existing bridges in place
- The complex of the southbound collector road, on-ramp from Canning Highway and off-ramp to Manning Road are all at minimum standards, and cannot be tightened or made more complex
- Canning Highway is congested through Applecross in both morning and evening peaks





Issues and Considerations for the Study Area – Traffic

Kwinana Freeway / Canning Highway interchange

- Due to high traffic volumes on all legs, and large numbers of right turning traffic, the interchange operates at a low level of service
- Any solution which adds complexity to the traffic patterns is likely to cause an unacceptable reduction in the level of service



Issues and Considerations for the Study Area – Traffic

Canning Bridge Station

- The station was originally designed as a bus/bus interchange, with no provision for park & ride or kiss & ride patronage. Provision for walk-up patronage was limited
- Pedestrian & cycle access from the north / east is extremely difficult as passengers need to cross a number of roads, ramps and turn pockets
- Pedestrian / cycle access from the west (Applecross) is difficult due to the distance involved and the circuitous path involved
- Movement within the station is complex because of the combination of island platforms on both the upper (bus) level and lower (train) level

Issues and Considerations for the Study Area – Traffic

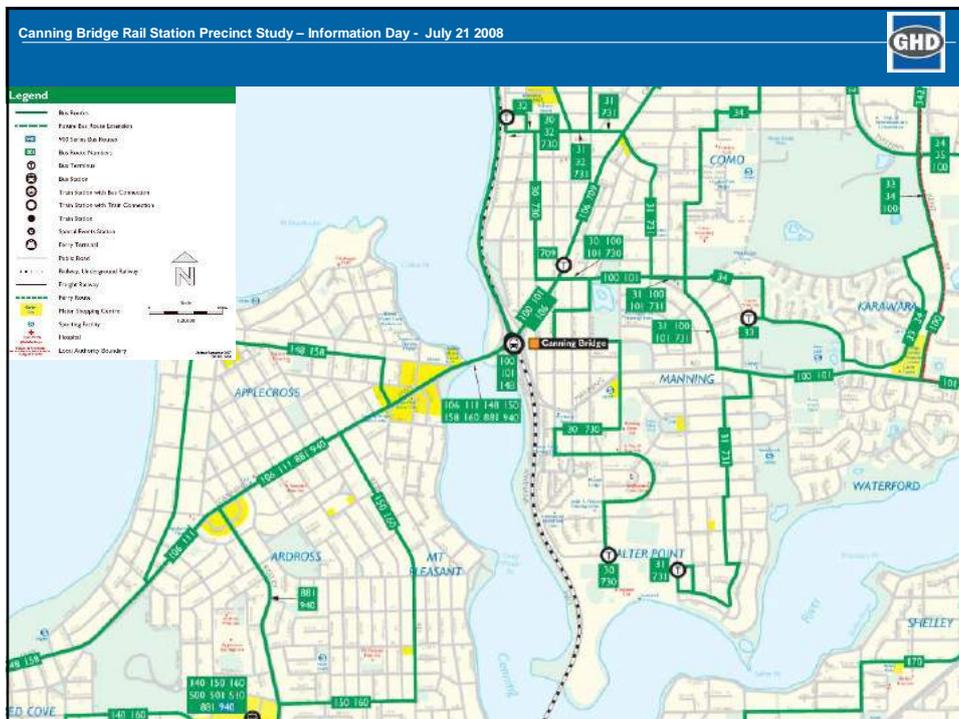
- The Canning Bridge is in the mid to late part of it's life cycle. Replacement of the Bridge will need to be considered within 30 to 50 years
- The long term vision/ideas for the train station (i.e. tunnel, deck, etc) will need to be considered in a staged approach to ensure that long term funding can be identified in line with requirements





Issues and Considerations for the Study Area – Public transport

- The Canning Bridge Rail Station is already servicing 2000 passenger movements, double the number of anticipated boarding's per day
- 248 buses per week day are stopping at the Canning Bridge bus rail interchange and a further 168 in the vicinity
- Increased bus and rail services on the weekends is desirable for a number of residents
- Public transport services are set to increase at Canning Bridge, servicing the Bentley Campus and other regional functions with the potential to further increase congestion at the Canning Road interchange





Opportunities for the Study Area – Public Transport

- Risely to Sleat street – investigating options for priority bus lanes
- Bus priority lanes on Canning Highway, east of the Freeway is a possibility as the road reserve width allows for up to 6 lanes, which are not required for private vehicles
- Potential for new bus station over rail to increase bus to rail transfer capacity
- Dedicated shuttle bus to Bentley campus to shuttle between Bentley and Canning Bridge Rail Station to form part of a broader shuttle function
- New ferry terminus at Canning Bridge to UWA
- Travel Smart marketing of the station may be useful



The Swan River Trust

- Would like to see public access to the foreshore and along the foreshore maintained
- Has a mandate to manage the river function – any development plans should consider the impact on the river and the impact on community amenity
- Considers the view-scapes of the river as important to the community
- Civic based land uses are encouraged to ensure ongoing public access



Housing Diversity

- The Applecross area consists of primarily medium density housing and commercial land uses. Single residential lots dominate towards the edge of the study area. The density ranges between R30 – R60, with one notable exception being the Raffles Development at R155
- Land owners located immediately adjacent to the Highway in Applecross have expressed a desire to develop residential dwellings as a component of commercial developments
- The Como/Manning Area is dominated by residential development at a density of R20-R40. Single residential lots dominate, with some grouped dwelling development closer to the rail station
- Limited interest has been expressed for densification of this area
- There is limited affordable housing in the area
- Housing in the area could take advantage of access to public transport and shopping facilities to respond to housing affordability and diversity needs

Built Form

- The dominant form of development in the study area is single storey development, excepting the Highway fringe in Applecross and some development along the river foreshore in all river front areas, which consists mainly of two storey developments
- The Raffles development is a notable exception at 17 storeys
- Photos



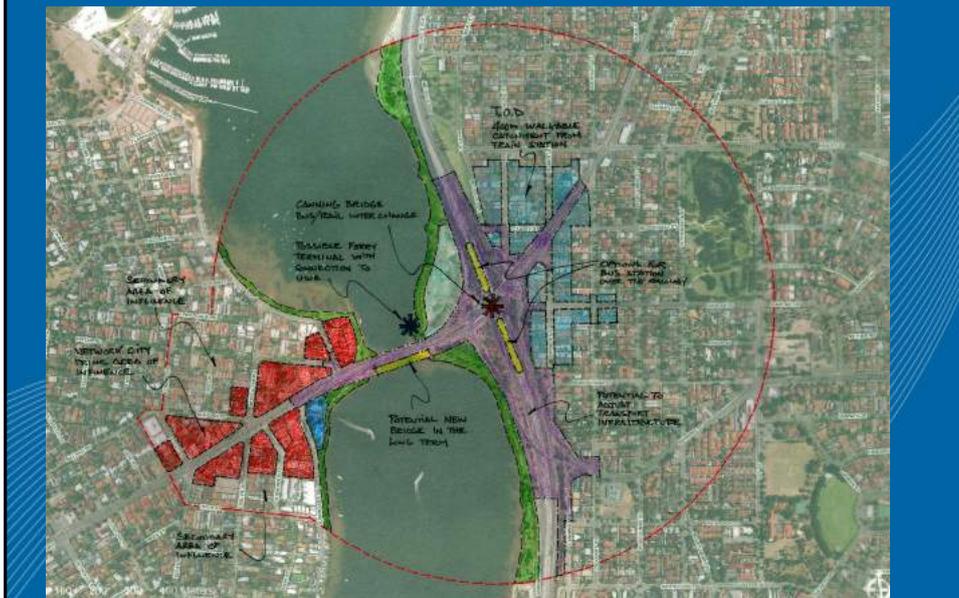
Precinct Character



Visual Landscape



Primary Focus Areas within the Study Area





City of Melville – Red Area

- Land Use is generally office/retail
- Exposure to Canning Highway is high
- Opportunities for shared private parking are high
- Facilities are ageing and the majority are underutilised within the statutory planning parameters
- The activities represent a 'District Centre' function
- Some landowners have expressed the desire to redevelop their property



Potential to adhere to Network City Principles:

- Can accommodate additional urban growth
- Can perform the function of an Activity Centre
- Has excellent public transport systems
- Provides excellent public transport choice
- Has a desirable natural environment, quality open spaces and heritage qualities
- Potential to build on existing strengths and improve on failings
- Opportunity to work with the community
- Ability to provide substantial employment opportunities



City of South Perth – Blue Area

- Land Use is within the 400m 'walkable catchment' as defined by DC 1.6
- Land is generally medium density as per the Residential Design Codes WA – R30/R40 density prevailing
- Opportunities exist to increase density to promote housing diversity within the walkable catchment



Potential to adhere to TOD Principles:

- Promotion of higher-density mixed use development is possible;
- Introduce a diversity of housing;
- Create an urban and walkable lifestyle hub;
- Create public spaces to encourage social interaction;
- Facilitate access to recreational activities;
- Promote a positive sense of place and image;
- Protect appropriate existing features and values;
- Ensure active public realm;
- Create pedestrian-friendly streets and spaces;
- Create permeable low speed street networks;
- Foster legible built environments;
- Reducing travel needs and distances; and
- Improve employment choices, business and investment opportunities and access to community services



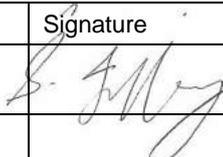
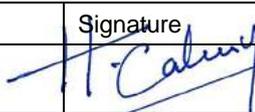
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Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
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0	Anna Kelderman	S Jeffrey		H Calmy		29 July 08



Appendix B

City of South Perth Community Engagement Outcomes Report



CLIENTS | PEOPLE | PERFORMANCE



City of South Perth

Report for Canning Bridge Rail Station Precinct - South
Perth Community Forums

Outcomes Report

September 2008



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- B Community Survey
- C Community Forum 2 PowerPoint Presentation
- D Council Briefing PowerPoint Presentation
- E Community Forum 3 PowerPoint Presentation
- F Community Forum 4 PowerPoint Presentation





1. Introduction

1.1 Background

Urban rail is experiencing a revival on a worldwide basis. Experience from cities around the world suggest that the provision of modern and efficient suburban electric rail systems provides a positive incentive for development of land in close proximity to stations for a higher density of housing, commercial, office and other relevant urban land uses.

The Western Australian Government recognises that rail is a particularly beneficial form of public transport because it contributes minimal pollutions and provides a fast, efficient and comfortable service for commuters. The Western Australian Government has recently finished construction of a passenger rail line from Perth to Mandurah, which is now in full operation.

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 the nexus of the railway and major east-west bus routes. However, the site for the rail station is highly constrained in a relatively narrow portion of the Kwinana freeway reserve, which limits opportunities for associated urban development in close proximity to the station.

1.2 Transit Oriented Design Principles

Transit Oriented Design or TOD can be described as planning for *“moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding motor vehicles whose design and orientation facilitate transit use”*. (Technical Advisory Committee for the “Statewide TOD Study: Factors for Success in California”).

The key elements of TOD are identified below:

- ▶ An integrated and good quality transit system, that combines multiple transport modes;
- ▶ Reduced dependency on cars within the TOD precinct;
- ▶ Moderate to higher residential densities in walking and cycling distance to major transit stops;
- ▶ Mixed uses that include destinations and activities that need to be accessed on a regular basis (live, work, play, shop, civic);
- ▶ Maximise safety to generate a safe night time economy which can backload transit use;
- ▶ High transit trip generating land uses near major transit stop;
- ▶ Creation of a quality sense of place within the public domain;
- ▶ Active street frontages that promote vibrancy and safety with a legible street pattern and robust buildings that may facilitate changing land uses over time.

This study will consider ways in which the above principles of TOD can be effectively and timely delivered to the Canning Bridge Train Station precinct.



1.3 Broader Context

A Planning Analysis of the Canning Bridge Train Station Precinct has been commissioned jointly by the City of Melville, City of South Perth and the Department for Planning and Infrastructure.

The key focus of the study is to provide an implementation framework to facilitate the development of Transit Oriented Design Principles within the study area.

This study comprises of the following key components:

- ▶ Engagement with key stakeholders to identify issues, opportunities and constraints within the study area;
- ▶ an economic study of the precinct to determine how it operates, which will assist in identifying an optimal land use mix for the precinct;
- ▶ an investigation into improving accessibility within and around the precinct;
- ▶ development of concept plans to facilitate an improvement to the function and amenity of the precinct;
- ▶ identification of capital improvements and funding opportunities; and
- ▶ development of a Planning Framework and Implementation Guide to facilitate a staged approach to improving the function, accessibility and amenity of the precinct.

1.4 This Engagement

As part of the early phases of the Planning Analysis of the Canning Bridge Train Station Precinct, the City of South Perth recognised that their community had not been engaged significantly on planning matters that affected them within the area. To rectify this the City of South Perth proposed a separate community engagement exercise.

The purpose of this separate community engagement exercise was to brief and obtain feedback on this study from City of South Perth residents located in proximity to the Canning Bridge Train Station, i.e. those most substantially affected by potential changes in the land use planning framework near the station.

2. Methodology

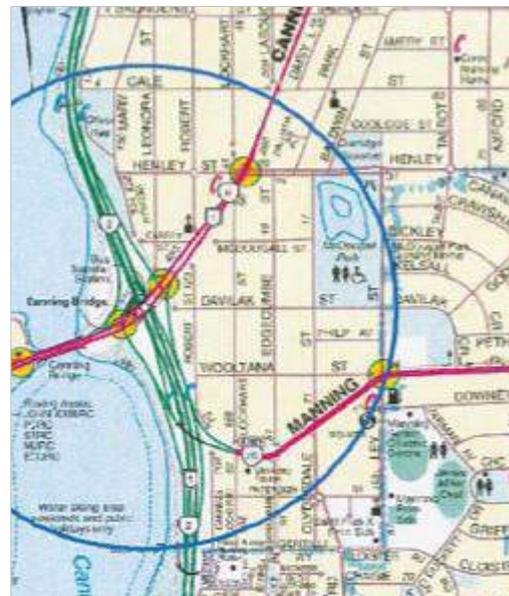
The community engagement occurred over four (4) community forums, with a Council Briefing held at the mid point of the process. To fit within the timeframes required of the broader study, the Community Forums and the Council Briefing were held weekly over a five (5) week period.

The Forums had two different foci, being the landowners within the 400m walkable catchment from the rail station and the landowners within the 800m walkable catchment from the rail station (including those within 400m). Figure 1 illustrates the approximate areas that fall into these categories.

Figure 1 400m Walkable Catchment



800m Walkable Catchment



The community Forums and Council Briefing were held between the 11th of August and the 8th of September, following an initial briefing on the 29th of July. Table 1 reflect the timeline within which the Community Forums were undertaken, and provides a brief purpose for each session.

Table 1 Timeline of Forums

Date	Event	Purpose	Attendees
29 th July 2008 6:30pm	CoSP Council Briefing Session City of South Perth Council Chambers	To brief Council on the job progress to date and to advise on the community engagement approach.	GHD Staff City of South Perth Staff & Councillors
11 th August 2008	Community Engagement Session	To brief City of South Perth Canning Bridge Precinct residents on the Canning Bridge Train Station Planning	GHD Staff Relevant City of South



	1	Study and to obtain feedback from residents on issues associated with the precinct and/or ideas for the future of the precinct.	Perth Staff & Councillors 800m catchment landowners
18 th August 2008	Community Engagement Session 2 (with 400m catchment landowners only)	To engage with most affected landowners to advise of proposed long term objectives for the precinct and to obtain feedback from residents on the centre of focus for the precinct.	GHD Staff Relevant City of South Perth Staff & Councillors 400m catchment landowners
27 th August 2008	CoSP Council Briefing Session City of South Perth Council Chambers	To update Council on the job progress to date and to obtain feedback from the Council.	GHD Staff City of South Perth Staff & Councillors
1 st September 2008	Community Engagement Session 3	To provide City of South Perth Canning Bridge Precinct residents with an update of the Canning Bridge Train Station Planning Study and to focus on residents ideas for the future of the precinct. This Session should focus more directly at real land use and built form outcomes (rather than principles)	GHD Staff Relevant City of South Perth Staff & Councillors 800m catchment landowners
8 th September 2008	Community Engagement Session 4 (with 400m catchment landowners only)	To provide landowners with an update of the Canning Bridge Train Station Planning Study and to focus on residents preferred planning outcomes for the centre of the precinct. This Session should focus more directly at real land use and built form outcomes (rather than principles)	GHD Staff Relevant City of South Perth Staff & Councillors 400m catchment landowners



3. Community Forum 1

3.1 Attendees

All landowners within the 800m walkable catchment as illustrated in Figure 1 were formally invited to attend the session which was held at the South Perth Senior Citizens Centre at 53 Coode Street South Perth on Monday 11th of August 2008 at 6:00pm.

Landowners were asked to register their attendance in advance.

A total of 93 landowners registered their intention to attend the Forum, with a total of 111 attendances on the evening. Of the formal registrations on the evening, approximately 80 attendees remained to form part of Focus Groups.

Table 2 is the register of attendees from the Forum.

Table 2 Community Forum 1 Attendees

Attending	Contact	Address
1	Alan Mortimer	
1	Angelo Pirozzi	46 b Edgecumbe Street
1	Anna Davis	Ley Street
1	Anton Ferrari	113 Lockhart Street
1	Audrey Wiltshire	1/177 Melville Parade
2	Barbara and Robert Abercrombie	29 Clydsdale Street
1	Bob Chee	Cross Davilak and Clydesdale
1	Bob Lewis	Clydesdale Street/Roberts street
1	Celine Jong	18 Wooltana Street
1	Charlotte McMullen	1/170 Melville Pde
1	Christine Moroau	Como Baptist Church
1	Claire Rossi	104 B Lockhart Street
1	Craig Harbrow	56 Clydsdale Street
2	Ernie and Carole Little	Edgecumbe Street
1	Frances Buchanan	Lockhart Street
1	Glen Mitchinson	64 a Leonora Street
1	Glenda Dight	450 Canning Hwy
1	Heather Hunter	2/145 Robert Street
2	Helen Loftus + Brad	Davilak Street
2	Helen Lysaght and Keith Atkinson	131 Roberts Street
1	Jason Allegretta	65A Leonora Street
2	Jenny Hill and Judy Pearson	167 Melville Parade
1	John Farrow	120 Mary Street
1	Joyce Johnston	
1	Judith Boersma	Lockhart street



1	Julie Brunner	144 Lockhart Street
1	June Wall	7A Edgecumbe Street
1	Kathleen Craft	7 Edgecumbe Street
1	Ken Smith	1/130 Mary Street Como
2	Kennedy	Lockhart Street
1	Kim Lau	3 Wooltana Street
1	Lawrence McKinley	side by side units 2/148 Roberts Street
2	Leanne and Grant Treen	52 a Edgecumbe Street
1	Leslie Bell	4/57 Lockhart Street
1	Liz Quinn	45 Clydesdale Street
2	Margaret and Edward Capp	1 Cassey Street
1	Marguerite Howell - Dr David Elder	2/41 Leonora Street
2	Marilyn Morgan +1?	105 Lockhart Street
1	Mike Hickie	4 Philp Avenue
1	Moe Attaniuum	107 Roberts Street
2	Mr and Mrs Staude	64 Leonora Street
1	Fotios Andronis	Wooltana Street cnr Lockhart
1	Mrs Phatouros	63 a Leonora Street
1	Neryl Stevenson	4/130 Roberts Street
2	Olive and Max Hansen	58 Edgecumbe Street
1	Patrica Carter	
1	Patrick Hoey	3/147 Roberts Street
2	Pauline and Graham Armstrong	
1	Peta Sterrett	140 Unit 1 Roberts Street
1	Peter Jodrell	Clydesdale Street
1	Phil Manning	
1	PW Hasham	33A Clydesdale Street
2	RA and Maureen McPhee	Melville Pde
1	Richard Loh	27 Sellars Way Bull Creek
1	Robert Fisher	2/20 and 3/20 Henley Street
2	Robyn Swift and David Swift	Mt Henry Tavern and flats in Henley
2	Roger and Jean Fisher	151 Lockhart Street
1	Ron Illia	21 Clydesdale Street
2	Sandy and Barry Sargant	1/31 Edgecumbe Street
2	Sharon and Ian Haslehurst	Davilak Street
2	Shaun and Cindy Jessop	4/120 Robert Street
2	Sue Abernathy + Husband	66 Edgecumbe Street
4	Sue, Bill, Jumi, Brian Crosse	465/7 Canning Hwy
1	Sui Mi Chen	159 Lockhart Street
2	Tony and Jili Carter	20 Leonora Street
2	Wendy and Ian Jones	140A Lockhart Street



1	Wendy Hughes	16 Philp Avenue
1	Wy Ki Lim	
1	Yvette Strawbridge	63B Leonora Street
1	Mark Dixon	89 Lockhart Streey
1	Joanne Verdini	3/126 Mary Street
1	Lyn Cansdell	3/130 Mary Street
1	Astral Doig	134 b Lockhart Street
1	Glynn Crawcour	3/203 Melville Pde
1	Allan Mathie	123 b Lockhart Street
1	Kevin Trent	3 Broad Street Kensington
1	Ron Hillier	21 Clydesdale street
1	Tarmaianne Marshall	
2	R & J Heptinstall	34 Edgecumbe Streey
1	Graeme Fletcher	64 a Edgecumbe Street
1	James Williams	
1	Pamela Price	9/b Edgecumbe Street
1	Sugiarto Sutedsa	153 Lockhart Street
2	Brenda & Rod Redmond	136 Lockhart Street
1	John Farrow	120 Mart Street

3.2 Agenda

The following reflects the agenda for Community Forum 1:

6:00 Arrival and Refreshments

6:15 Welcome

6:20 GHD Presentation – Background, Study Purpose, Issues and Constraints etc

6:50 Open Questions

7:10 Survey

7:30 Break

7:40 Focus Groups – Expectations and Visions

8:20 Report on focus group discussions

8:40 Wrap up and final questions

8:50 Thank You and Conclusion



3.3 Presentation

A presentation commenced events, providing background information and prompting landowner's questions. The presentation is attached to this report at [Appendix A](#).

3.4 Questions

The following questions/comments were asked/made by landowners at the conclusion of the presentation. Some of the comments reflect landowner's wishes for the precinct, and all questions/comments will be taken into consideration in the future planning of the precinct.

- ▶ There are no public toilets in the area.
- ▶ Light rail? Curtin Uni to rail station?
- ▶ Priority and frequency of bus and rail services is an issue
- ▶ Buses cut through Ley Street - inappropriate
- ▶ Issue with the number of buses
- ▶ Train station at South Perth – is this on the cards?
- ▶ Car parking in Leonora Street has led to vandalism; vacant land at top left hand side of street is being used by vandals
- ▶ No parking between freeway and river – don't remove park land
- ▶ How many people come from down south to go to Curtin?
- ▶ What are the traffic per day numbers in future development – should understand this before planning more development
- ▶ Don't want this area to be a Park'n'Ride station – if we start it when does it end?
- ▶ Nothing (no development) between views of river and the land
- ▶ Bus station on top of rail provided it doesn't go higher than the existing Canning Hwy
- ▶ No obstruction to existing views
- ▶ Why consider Park'n'Ride at all?
- ▶ Don't want any development at all
- ▶ (want) Nothing to do with rail station – bad element
- ▶ Limit motor vehicle access – station won't go away so plan it appropriately
- ▶ No paid parking on streets – what about guests
- ▶ Lots of people use the station – inappropriately sometimes!!
- ▶ Station is ugly – make it look better
- ▶ Higher density – redevelop ugly buildings rather than simply re-do new areas – fix the old stock
- ▶ Time horizon of study is more than we care about
- ▶ Infrastructure upgrade is essential



- ▶ Has study considered parking limitations and shuttle services
- ▶ Garden cafes and bridges/bus port – well planned, more trees
- ▶ Improve look and feel and safety – police presence
- ▶ Combined underground car parks
- ▶ Staged density approach – front tier R80, second tier R120, third tier R160 – over the years.
- ▶ Don't touch Olive Reserve

3.5 Survey

A survey was distributed personally at the Forum on 11th August and handed back on the same day. Seventy three (73) Respondents completed the survey out of a possible 111 attendees, and responses were received from around the precinct. The full survey is attached at [Appendix B](#); however the following figures represent the main outcomes of the survey:

Figure 2 Survey Question

What do you like about living near the Canning Bridge Rail Station?

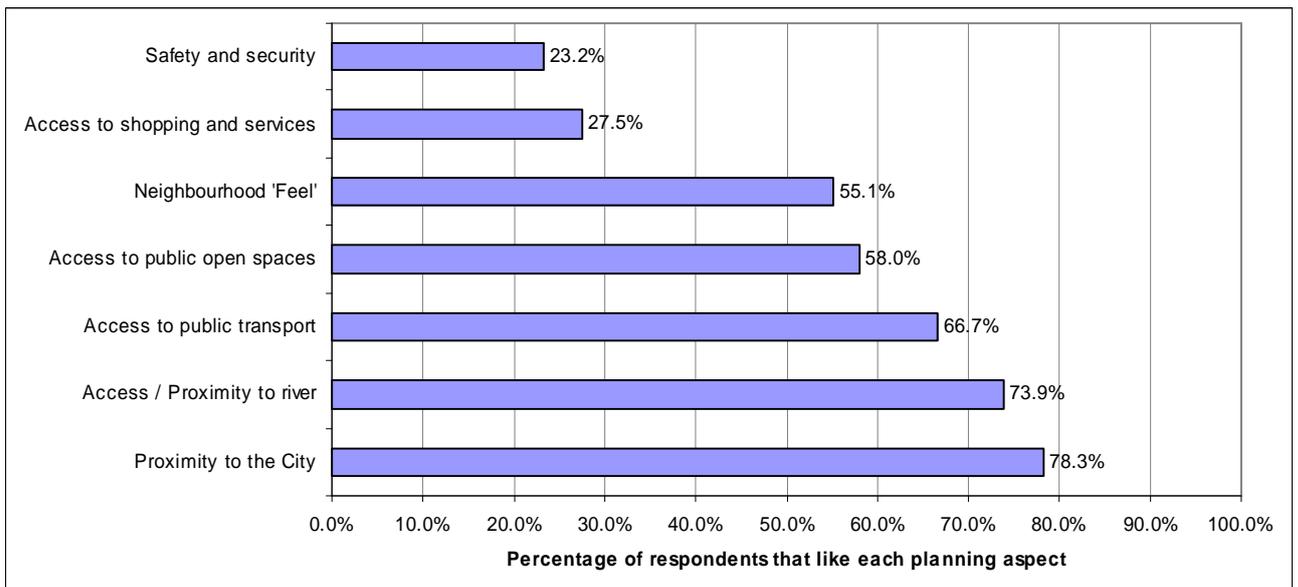




Figure 3 Survey Question

What would you like to change about living near the Canning Bridge Rail Station?

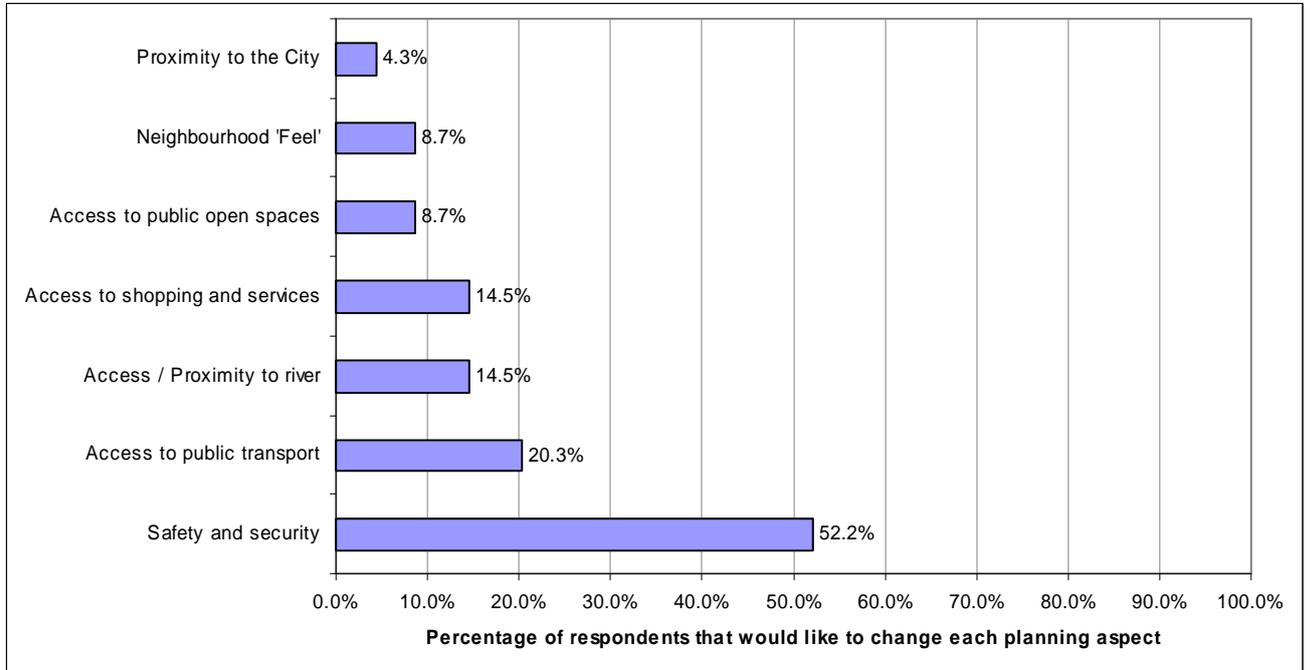




Figure 4 Survey Question

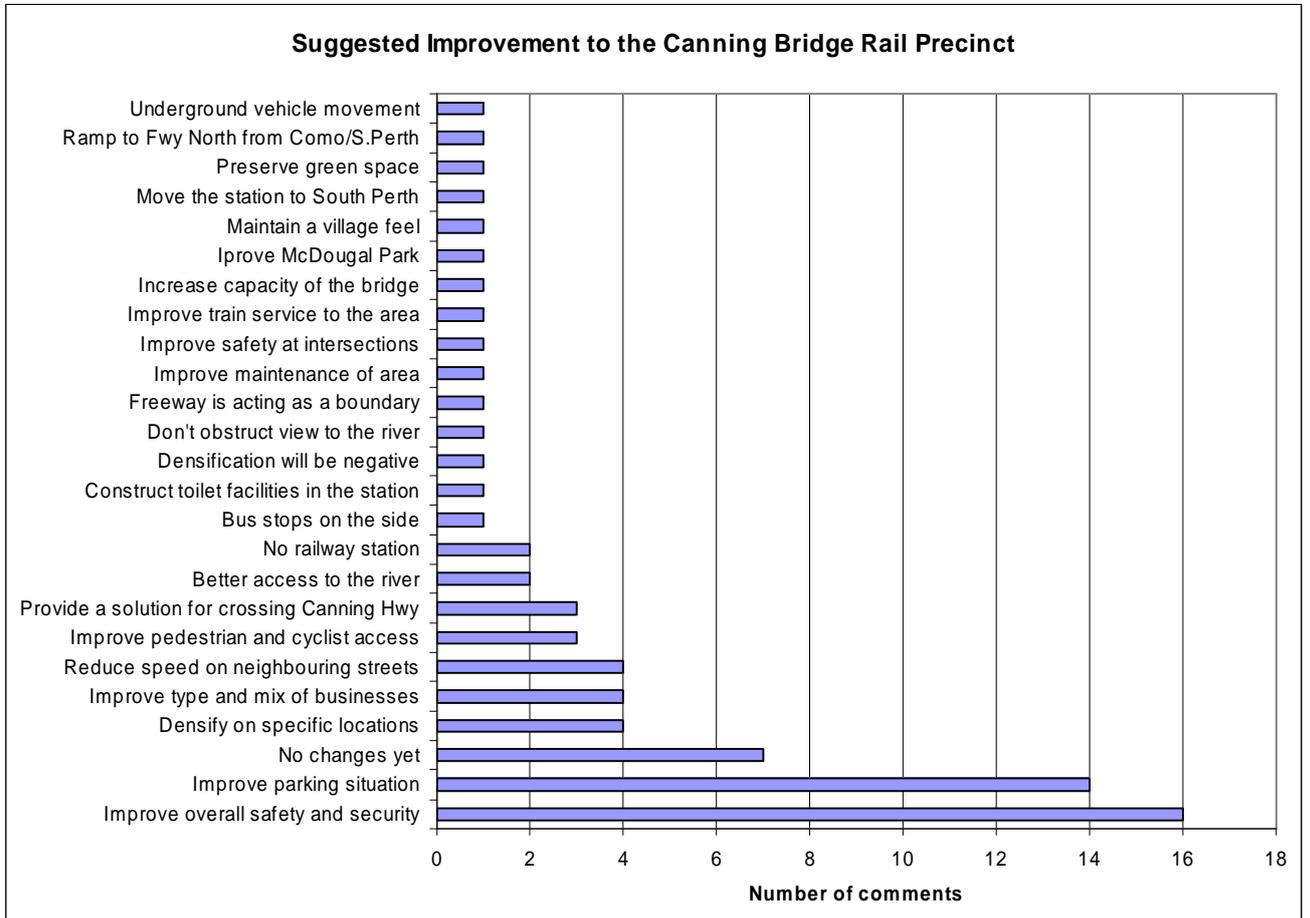
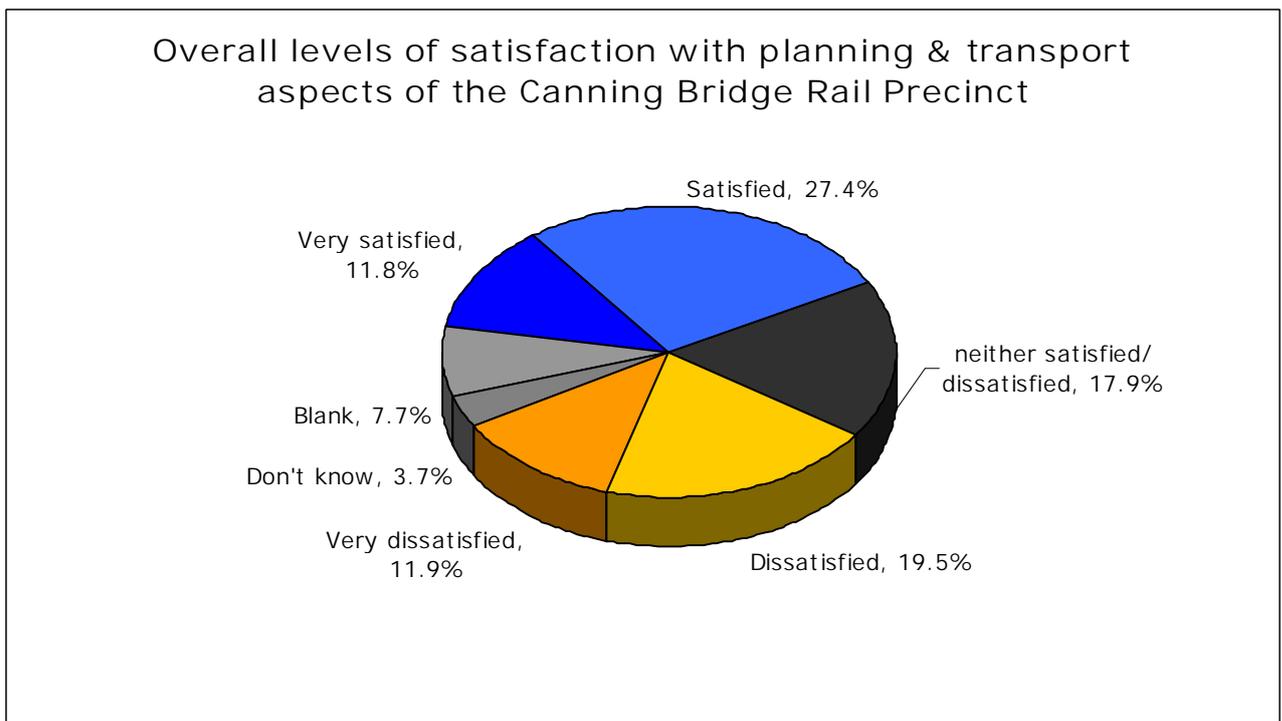


Figure 5 Survey Question

Suggested changes or improvements	Number of comments
Improve overall safety and security	16
Improve parking situation	14
No changes yet (South Perth?)	7
Higher Density on specific locations	4
Improve type and mix of businesses	4
Reduce speed on neighbouring streets	4
Improve pedestrian and cyclist access	3
Provide a solution for crossing Canning Hwy	3
Better access to the river	2

Figure 6 Survey Question





3.6 Focus Group Feedback

All attendees were asked to form into Focus Groups to discuss the precinct broadly around the issues of Parking, Traffic, Built Form, Land Use, Look & Feel and safety & Security.

The Focus Groups had approximately 20 people per group, with one facilitator and one scribe per group. At the conclusion of the Focus Group session each table reported back their comments.

The following reflects the comments from each of the Focus Groups.

3.6.1 Table 1

Parking

- ▶ Survey those parking in Davilak, Robert, etc
- ▶ License plate checks done by Melville & South Perth councils
- ▶ Educate people about bus services
- ▶ Underground car parks
- ▶ Access to the river – concerns (sinking freeway)

Traffic

- ▶ 'Undergrounding' the freeway
- ▶ Kiss 'n' ride on Canning Highway – using median strip for extra land
- ▶ Tunnelling Canning Bridge
- ▶ South bound entry from Manning Road
- ▶ Cross Manning Road

Built Form

- ▶ Low rise only (?) high density shouldn't mean high rise
- ▶ Terrace type housing with 2 storey limit
- ▶ Doesn't need to go from what it is now to 'raffles' type
- ▶ Balance, similar character, same zoning on both sides of each street

Land Use

- ▶ Protect the current residential character & don't centralise or focus on train station only.
- ▶ 'Hamlet' feel, break down the car intrusions/barriers.
- ▶ Must not touch 'olive reserve'

Look & Feel

- ▶ Village 'hamlet'
- ▶ Quite nice as it is. Change is OK but to enhance.
- ▶ Keeping trees on private properties.
- ▶ River aspects, views, connection and re-connection.



Safety & Security

- Of great concern, very low level of pedestrian safety at present.
- Why design the platform to 'invite' vandalism?
- Cross of Manning Road
- Personal & possession
- Pedestrian access – clarity
- Safety of underpasses
- The station is isolated
- The lift is often not working
- PTA to address links to other services/suburbs

3.6.2 Table 2

Parking

- No desire to build major car park near the station.
- Car park will attract vandalism.
- Integrate kiss & ride with bus station – executive/access

Traffic

- Why don't we begin planning a better bridge now.
- Build south bound freeway on ramp from Manning Road to relieve south Como traffic movement.
- Pedestrian bridge at the freeway/Canning Highway to access Canning Bridge station.
- Better pedestrian crossing signals at Canning Highway/Henley Street.

Built Form

- 2 storey high quality triplex, quadruplex, residential or commercial on ground with accommodation above.
- Prefer al-fresco cafes. Well planned, trees.

Land Use

- Cafes, street art, restaurants (not fast food)
- Alfresco, gardens, cafes (landscaped) on top of train station.

Look & Feel

- Alfresco look, 2 storey buildings
- Cosmopolitan, Tuscany, Como's Italian roots (Lake Como)
- Consistent planning regs.

Safety & Security



- ▶ Yes please, security – graffiti removal.
- ▶ Vigilant committees – we want our police force back in Como.
- ▶ Security force like other councils.
- ▶ Safety for animals of McDougall Park – crossing roads, speeding vehicles

3.6.3 Table 3

Parking

- ▶ Kiss & drive only.
- ▶ Several points – designated with a 5km radius, walk to these point (or kiss & drive) and have an efficient shuttle service (direct routes)
- ▶ Subiaco option of resident permits.
- ▶ Clean windscreen area would be a possibility as a kiss & drive area (south east corner).

Traffic

- ▶ Bike lanes down Davilak Street used for all day parking – access safety concerns.
- ▶ Speeding (along Davilak up) since station (commuters late for train) (Suggestion – ‘chicane’ to limit speed/roundabouts).
- ▶ Only concern for bike – pedestrian is along river bike path.
- ▶ All want area to be bike friendly (a crossing at Manning Road bridge).

Built Form

- ▶ No higher than 2 – 3 storeys – that’s why we all bought here
- ▶ If 3 storey high to be scattered – we don’t want a sub-cento.
- ▶ Unanimous – 4 units/regular block R40.
- ▶ Need maintain good balance – owners/rentals.
- ▶ High density will require high security (eg patrols by local government)

Land Use

- ▶ Community spaces adequate but require some maintenance (eg Davilak Cr)
- ▶ Need an Aust Post letterbox, public phone booth
- ▶ Plenty of cafes/stops/restaurants (Karrawara & Raffles – Applecross area)

Look & Feel

- ▶ General consensus good look/feel – fairly friendly – safety usually/generally good.

Safety & Security



- ▶ High lighting required from station to precinct (especially laneways and dead ends)
- ▶ Intersections Lockhart/Davilak, Edgecombe/Davilak & Robert/Davilak, appear risk due to high traffic and speed.
- ▶ Lack of action despite expressions of concern by residents over last 10 weeks.
- ▶ Literature indicates an increase of crime/risk of crime around stations and other similar points of public gathering – concerns that high density will further exacerbate this risk.
- ▶ CCTV/patrols/lighting need to be upgraded to address this current risk.
- ▶ Pedestrian access to station nearby as lights appear not to be synchronised – possibly explore pedestrian underpass
 - Not enough 'walk time'
 - Requires pedestrian to wait on traffic island due to synchronisation.

3.6.4 Table 4

Parking

- ▶ Parking for commuters is limited
- ▶ Informal kiss & ride (end Davilak) – busy, safety concerns with traffic.
- ▶ Informal all day – safety at intersections with limited vision – access problems for trades van.
- ▶ Limited access when parking in both sides of streets.
- ▶ Options – use current car parks/open space (e.g. George Burnett centre car park) with shuttle bus to station.
- ▶ For residents of Applecross use current public transport (bus is plentiful) – Canning Bridge.
- ▶ Concerns rezoning may further obstruct parking – congestion, access and safety concerns as above.

Traffic

- ▶ Make full use of existing roads
- ▶ Manning Road to freeway south connection must be implemented
- ▶ Tunnel for through traffic

Built Form

- ▶ Built form should match the landscape
- ▶ Need to blend in apartments of high quality (remove old stock)
- ▶ 3-4 storey

Look & Feel

- ▶ Bus station and train station need to be well designed.



- ▶ Area needs to continue to be dominant residential.
- ▶ Need to improve the amenity – landscaping, _____ surveillance
- ▶ Improvement required in safety, need CCTV.

Safety & Security

- ▶ Safety and vandalism is of serious concern
- ▶ CCTV are not necessarily effective (bus station is currently monitored)
- ▶ Concern to take children into the area when landscaping is unpleasant and potentially hides criminals

Other

- ▶ Transport – bus station as a precinct
- ▶ Escalators & latest technology.

3.7 Outcomes

As a result of Community Forum 1, GHD has identified the key issues raised & discussed in the Focus Groups and generally on the evening. The following reflects the key issues:

Parking

- ▶ Significant issue of informal Park'n'Ride - consider immediate 'fix' of residents permits
- ▶ Preferred that no major carpark be built for park and ride
- ▶ Limited kiss'n'ride – perhaps away from the station to link with bus services?
- ▶ Concerns about vandalism and other problems associated with informal parking
- ▶ Shuttle bus idea

Traffic

- ▶ Sink the freeway and/or Canning Bridge/Highway
- ▶ Need a south bound entry from Manning Road and north bound entry from Canning Highway
- ▶ Need better pedestrian crossings (everywhere)
- ▶ Bike lanes need to be maintained for bikes – not for parking.
- ▶ Need to consider traffic calming/management for new precinct users

Built Form

- ▶ Would like to maintain low rise – 2-3 storeys maximum (one group said 4)
- ▶ Would like to see some small commercial uses – cafes, local shops – nothing too out of the character of the area
- ▶ Increased density should blend in with the landscape and be a high quality

Land Use



- ▶ Protect the current residential character – Create a 'hamlet' feel
- ▶ Maintain current open space areas (particularly Oliver Reserve)
- ▶ Cafes, art, restaurants (not fast food) – alfresco areas near the train station
- ▶ Improve existing community facilities

Look and Feel

- ▶ Any change should enhance the existing character of the place
- ▶ Maintain trees through the precinct (private properties too?)
- ▶ Develop consistent planning rules to maintain quality
- ▶ Bus/rail station is terrible and needs improvement
- ▶ Improve landscaping and POS areas

Safety and security

- ▶ Very low level of safety for pedestrians and residents – needs improved lighting, graffiti removal, better pedestrian access – especially the train station
- ▶ Need to improve safety – increased patrols, CCTV etc
- ▶ Fear that increased density will increase crime

Other Comments

- ▶ Latest technology – better facilities and better design. Use bus system to support the precinct and the rail



4. Community Forum 2

4.1 Attendees

All landowners within the 400m walkable catchment as illustrated in Figure 1 were formally invited to attend the session which was held at the South Perth Senior Citizens Centre at 53 Coode Street South Perth on Monday 18th of August 2008 at 6:00pm.

Landowners were asked to register their attendance in advance.

A total of 48 landowners registered their intention to attend the Forum, with a total of 48 attendances on the evening. Of the formal registrations on the evening, the majority of attendees remained to form part of Focus Groups.

Table 3 is the register of attendees from the Forum.



Table 3 Community Forum 2 Attendees

Attending	Contact	Address
1	Graham Mortimer	3/204 Melville Pde
1	Yvette Strawbridge	63B Leonora Street
2	Lawrence McKinley and Richard Loh	side by side units 2/148 Roberts Street
1	Richard Blaquiére	154 Robert st (cnr Wooltana st)
2	Kennedy	Lockhart Street
1	Moya Masters	4/129 Roberts Street
1	Edward Capp	1 Cassey Street
2	Narelle Holmes and Mark Archibald	65 Leonora Street
1	Ian Marshall	69 Leonora Street
2	Judy Fortune and Nino Calini	170 Leonora Street
1	Glenn Mitchelson	64 A Leonora Street
1	Judith Boersma	Lockhart Street
2	Mike and Karen Lawson	4/137 Roberts Street
1	Stuart and Anne Robbins	4 Kinnella Road
1	Simmon Sardelic	
1	Malcolm Pritchard	Roberts street
2	Manfred and Daley Marx	Edgecumbe Street
3	Merv, Pauline and Anthony Denholm	207 Melville Parade
1	Julie Brunner	144 Lockhart Street
1	Heather Hunter	2/145 Robert Street
2	Mr and Mrs Craigie	12 Davilak street
1	David Bruns	23A Edgecumbe Street
1	Ian Jones	140a Lockhart Street
1	Con Dyson	
1	Peter Rankin	41 Pepler Avenue
2	Ray and Kerry Harold	2/49 Edgecumbe Street
1	Jeanette Verdini	Mary Street
1	Janet Reid	Henley Street
1	Julia Zehnder	Lockhart Street
1	Lyn Cansdell	Mary Street
1	John Spencer	Melville Parade
1	Alan Mathie	123b Lockhart Street
1	Barry Sargent	1/31 Edgecumbe Street
1	Astrid Doig	
2	Atkinson	Roberts Street
1	Josephine Straude	64 Leonora Street
1	Pete Best	122 Mary Street



4.2 Agenda

The following reflects the agenda for Community Forum 2:

- 6:00 Arrival and Refreshments
- 6:15 Welcome
- 6:20 GHD Presentation – Background, Forum 1, Survey etc
- 6:50 Open Questions
- 7:30 Break
- 7:40 Focus Groups – Precinct Groups
- 8:20 Report on focus group discussions
- 8:40 Wrap up and final questions
- 8:50 Thank You and Conclusion

4.3 Presentation

A presentation commenced events, providing background information and prompting landowner's questions. The presentation is attached to this report at [Appendix C](#).

4.4 Questions

The following questions/comments were asked/made by landowners at the conclusion of the presentation. Some of the comments reflect landowner's wishes for the precinct, and all questions/comments will be taken into consideration in the future planning of the precinct.

- ▶ Population increase required – does this assume bowling over existing homes?
- ▶ Numbers may be conservative or over assumptive – what are the population assumptions based on??
- ▶ What about landowners that have chosen to improve their old homes – are these people expected to accept change?
- ▶ We mustn't react to growth – we must be the masters of our destiny – planning is necessary!
- ▶ Manning Rd on ramp is critical
- ▶ What does the 400m catchment mean?
- ▶ What does the government propose to do with the infrastructure?
- ▶ From Canning Bridge – Walkway and tunnel through to station
- ▶ Create walkway tunnels through Davilak St, Leonora St, and from Canning Bridge
- ▶ Couple of years ago a tower was erected on freeway despite residents complaints/objections – what guarantee do we have that the state government won't just do what they want without taking our comments into account?



- ▶ What population assumptions were used to consider the ferry idea?
- ▶ Has the SRT been asked to comment on the ferry idea?
- ▶ Will the study survey the on-street parking?
- ▶ (want a) Guarantee not to rezone any part of this area commercial – what will be the land uses in the area?
- ▶ Fear that the government will choose to bowl over houses (resume) and replace them with parking areas.
- ▶ Current parking is a big issue and is the major source of frustration
- ▶ Interim parking policy?
- ▶ State Government want infill – identified Canning Bridge - What about transport issue? What about quality service to link to the station?
- ▶ What about the parking issue – why is the state not fixing this problem?

4.5 Focus Group Feedback

All attendees were asked to form into Focus Groups based on their location within the study area (see Figure 7). Attendees were separated into four groups, two of which looked at the Precinct 1 and 2 closest to the station generally to the north of Canning Highway, one which looked at the area closest to the rail station south of the highway and one which looked at the residential area away from the freeway. The Focus Groups were asked to discuss their own precinct around the issues of Parking, Traffic, Built Form, Land Use, Look & Feel and safety & Security.

Figure 7 Precinct Plan





The Focus Groups had approximately 12-15 people per group, with one facilitator and one scribe per group. At the conclusion of the Focus Group session each table reported back their comments.

The following reflects the comments from each of the Focus Groups.

4.5.1 Table 1 – PRECINCT 1 & 2 (see Figure 8)

Parking

- ▶ Utilise empty or disused blocks as parking – perhaps for a small fee. This would help resolve the street parking issues in the short term.
- ▶ *Main Concerns* - Shuttle buses

Traffic

Areas potentially available:

- ▶ Old home cnr Canning Highway & Robert Street (not bounded by residential). Could potentially be used for parking (contact person Sardelic RE)
- ▶ Vacant lot in use previously by main roads, Cnr Leonora & Highway.
- ▶ Commercial building, Cnr Henley Street & Canning Highway (contact Sardelic RE – 9474 3222).
- ▶ Sporting (Burnett Park), potential parking – shuttle buses – ferry to university.

Areas of main concern Simmon Sardelic.

Built Form

- ▶ A ring road for easier access, Canning Highway – Fwy North (high enough not to obstruct views of residents)
- ▶ Access heading south off Manning Road
- ▶ Underground or overground pedestrian walkways (travelator)

Land Use

- ▶ Some commercial, classy cafes – no Hungry Jacks etc.
- ▶ Residential – no higher than 2 storey to maybe 3
- ▶ Business downstairs, residential upstairs. 50/50 mixed use.
- ▶ Potential businesses would need to be vetted.

Look & Feel

- ▶ More police presence required – 24 hour station.
- ▶ More street lighting in all streets.
- ▶ Encourage residents to beautify verges – advice, plants, reticulation etc

Safety & Security

- ▶ Road safety could be resolved with good street planning.
- ▶ Pedestrian walkways – synchronise traffic lights to facilitate crossing.



- ▶ Manage kiss & ride at Davilak Street

Traffic

- ▶ Pedestrian safety – cars running red lights at turns to freeway
- ▶ Excessive speed onto freeway ramp
- ▶ Kiss & ride at Davilak / Robert Street – not designed with turning circle space.
- ▶ Not support pedestrian tunnels (safety), consider south ramp at Manning Road.
- ▶ Consider tunnels on north side.

Built Form

- ▶ Entry statement is waste of money
- ▶ Limit to 2 storeys (certainly limit height) – some range of reviews – its going to happen
- ▶ Investigate options for R-Code or manage.

Land Use

- ▶ No commercial/residential only.
- ▶ Retain open space that still exists.
- ▶ Consider using NW open space for, e.g. kiss & ride.

Look & Feel

- ▶ Uninspiring / eye sore
- ▶ Needs maintenance program alongside freeway and paths & open space.
- ▶ Consider steps to keep people on paths (eg at Canning Road ramps – with extra fencing)

Safety & Security

- ▶ Lighting along path at back of Davilak cul-de-sac
- ▶ People regularly sleep under bridge (west side of railway)
- ▶ Clean up broken bottles etc on paths
- ▶ Consider closing path at end of Davilak Street.

Other

- ▶ Train station
- ▶ Casual use difficult without bank note reader
- ▶ No security at station (compared to other station)
- ▶ Poor ticketing information.

Figure 9 Table 2, Precinct 3





4.5.3 Table 3 – PRECINCT 4 (see Figure 9)

Parking

- ▶ Commuter parking is by far the biggest problem affecting residents in close proximity to the station
- ▶ Dual side parking in narrow streets such as Edgecumbe Street does not work
- ▶ Rubbish trucks experience difficulty to access the bins when commuters are parking in front of them
- ▶ The creation of dented bays like on Robert Rd North of the Canning Hwy may be suitable
- ▶ 2 visitors parking permits per household should be provided to local residents
- ▶ Suggestion is made to re-establish registered lawns
- ▶ The George Burnett Reserve has ample carparking capacity during the week, if a shuttle bus was provided, this carpark could be used by commuters

Traffic

- ▶ Access to the station for people with disability is almost impossible
- ▶ Lights are not synchronised and pedestrian crossing is extremely difficult
- ▶ A pedestrian subway to access the station directly should be included in the plan
- ▶ A pedestrian walkway to access the station is needed at high level alongside the freeway to Manning road off ramp
- ▶ The Canning Hwy to freeway south bound on ramp clashes with the freeway to Manning road off ramp, this should be rectified
- ▶ A direct access to the freeway south from Manning road should be established, consideration should also be given to establish a direct freeway to Manning road off ramp (tunnel?) without having to go through the Canning Hwy intersection
- ▶ Access onto Canning highway by car from Edgecumbe street is very difficult in the morning peak period, a keep clear sign should be painted at that intersection to help local residents

Built Form

- ▶ The freeway should be covered with a landscaped decked between the Canning Highway and Wooltana Street
- ▶ The deck could also be used for taxis and kiss and ride

Land Use

- ▶ No new Commercial use or Shops in close proximity to the station
- ▶ A café near the McDougall Park homestead would be attractive to local residents
- ▶ Convenience shops should be introduced in the future development of the old telecom exchange site at the corner of Ley st. and Manning rd

Look & Feel

- ▶ Landscape improvement and better pedestrian access to the parkland between the freeway and the river is required, this could be done as a community project

- ▶ Consideration should be given to reclaim land along the river south of the Canning Highway to increase parkland in the area
- ▶ A pedestrian connection to the river is needed at the end of Wooltana Street

Safety & Security

- ▶ Safety and Security is the second biggest issue in the precinct
- ▶ CCTV cameras, better landscaping and better lighting are required along all pedestrian access routes to the station
- ▶ Improvements are required at the end of Davilak Street in particular

Figure 10 Table 3 Precinct 4





4.5.4 Table 4 – PRECINCT 1 & 2

Parking

- Resident permit parking, eg Subiaco.
- Policing of parking.
- No parking area Melville Parade – encourages more traffic.
- Transit 'bus to' transfer station.
- Move the train station further down the line.
- No parking on foreshore north side.

Traffic

- Congestion
- Speed/volume of traffic moving through residential areas
- Anti social behaviour in vehicles.

Built Form

- No high rise developments
- No commercial development

Land Use

- No high rise – Canning Bridge
- Management of growth in area (lack of Council capacity to plan/organise)
- Main Road Dept land – conv to residential
- Remain residential
- Mixed use

Look & Feel

- Terrible, ugly, average
- Rubbish bins
- No more trees
- Clean end of Leonora Street
- Ward off window washers on/off ramp.

Safety & Security

- Crime – remove window washers
- Anti-social behaviour – patrons using transfer station
- Benchmarking / stats
- More street lighting
- No high rise (refer land use) – Canning Bridge
- Security guard on site at station.



- ▶ Station too difficult to approach – lights, crosswalks etc.

Other

- ▶ Been public open space/public park
- ▶ Café (some people)
- ▶ Toilets
- ▶ Jetty – walkway (some)
- ▶ Uses that encourages
- ▶ Where to increase density
- ▶ Traffic lights at Canning Bridge off ramp – can they be adjusted to better facilitate the pedestrian element? Of course they can!

4.6 Outcomes

As a result of Community Forum 2, GHD has identified the key issues raised & discussed in the Focus Groups and generally on the evening. Figure 11 illustrates the main suggestions made on the evening in plan form. The following reflects the key issues:

4.6.1 Precinct 1 and 2

Parking

- ▶ Perhaps use empty blocks within the precinct for a short time?
- ▶ Develop a policy for parking – resident parking policy – or no parking at all to discourage parking
- ▶ No parking on the foreshore (north of bridge)

Traffic

- ▶ Shuttle buses from outside the precinct to re-distribute parking needs
- ▶ Need traffic management devices to manage speed and 'hooning'
- ▶ Create a ring road to remove traffic congestion from the intersection – not too high that it will impact the views
- ▶ Manning Road freeway south access
- ▶ Create overpass or underpass pedestrian access

Built Form

- ▶ No high rise development and no commercial development (1 table)
- ▶ Some commercial, cafes, 2-3 storey development with business downstairs
- ▶ Appropriate commercial uses only – no fast food etc

Land Use



- ▶ Mostly residential, minimal commercial/mixed use
- ▶ Manage growth in the area – carefully plan

Look and feel

- ▶ Increase safety – patrols, CCTV etc
- ▶ More street lighting required
- ▶ Encourage improvement of streets and residential properties – planting of trees etc
- ▶ Provide rubbish bins
- ▶ Improve the rail station area – much in need of a facelift

Safety and Security

- ▶ Improve the intersection – this is a potential black spot (a matter of time)
- ▶ Improve pedestrian access across the intersection and to the station
- ▶ Need to provide appropriate kiss'n'ride to stop the informal (dangerous) kiss'n'ride occurring
- ▶ Limited high rise/flats

Other

- ▶ Support for jetties, cafes, toilets etc on foreshore
- ▶ Improve foreshore area

4.6.2 Precinct 3

Parking

- ▶ No large public car parks
- ▶ Consider parking limits
- ▶ Manage kiss'n'ride

Traffic

- ▶ No pedestrian tunnels – unsafe. But must improve pedestrian access
- ▶ Consider tunneling the major roads

Built Form

- ▶ Limit height to 2 storey – not too dense, but plan appropriately

Land Use

- ▶ No commercial development – maintain residential development only
- ▶ Retain open space
- ▶ Consider using open space on foreshore for kiss'n'ride

Look and Feel

- ▶ The rail station is an eyesore!
- ▶ Needs maintenance and improvement – manage rubbish and graffiti



Safety and Security

- Needs improved lighting
- Increased patrols to manage vandalism
- Improved cleaning of the area

Other

- No security at the station
- Difficult to access information about the rail service
- The station is hard for casual users

4.6.3 Precinct 4

Parking

- Commuter parking is a major problem
- Establish a shuttle service

Traffic

- Access to the station is terrible – lights are not synchronised
- Pedestrian access needs to be improved
- Construct Manning Rd and Canning Hwy on ramps going south/north respectively
- Improve existing clash between Canning Hwy on ramp and Manning Rd off ramp

Built Form

- Deck the freeway with landscaping and perhaps include kiss'n'ride, taxi bays etc

Land Use

- No commercial near the station
- Develop a café near McDougall Park
- Convenience stores perhaps introduced at the old telecom exchange site

Look and Feel

- Landscape improvement and better pedestrian access to the parkland between the freeway and the river is required, perhaps a community project?
- Consideration should be given to reclaim land along the river south of the Canning Highway to increase parkland in the area
- Improve pedestrian connections to the river

Safety and Security

- Safety and security is the second biggest issue in the precinct
- CCTV cameras, better landscaping and better lighting required along all pedestrian access routes to the station
- Improvements are required at the end of Davilak St in particular

Figure 11 Focus Group Ideas





5. Council Briefing

A council briefing was held for GHD to provide feedback from the first round of consultation to the City of Perth Council.

The Council Briefing was held on the 27th of August at the City of South Perth Administration Centre.

5.1 Presentation

A presentation commenced events, providing background information and prompting landowner's questions. The presentation is attached to this report at [Appendix D](#).

Following the presentation, the discussion was generally focussed on the opportunities for the precinct, and around some of the infrastructure and coordination issues already being dealt with from the point of view of City of South Perth and on street parking issues.



6. Community Forum 3

6.1 Attendees

All landowners within the 800m walkable catchment as illustrated in Figure 1 were formally invited to attend the session which was held at the South Perth Senior Citizens Centre at 53 Coode Street South Perth on Monday 1st of September 2008 at 6:00pm.

Landowners were asked to register their attendance in advance.

A total of 48 landowners registered their intention to attend the Forum, with a total of 64 attendances on the evening. Of the formal registrations on the evening, approximately 33 attendees remained to form part of Focus Groups.

Table 4 is the register of attendees from the Forum.

Table 4 Community Forum 3 Attendees

Attending	Contact	Address
1	Vincent Scanlan	141/143 Roberts Street
3	Audrey and Neil Wiltshire + daughter	
1	Peter Jodrell	2/27 Clydesdale Street
2	Hansen	Edgecumbe Street
1	Tim and Ron Tyler	44 and 52 Park Street
1	Grant Treen	52a Edgecumbe Street
2	Phil or Craig Earnshaw	1/125 Roberts Road
1	Mrs Phatouros	
1	Joyce Tillberry	
1	Malcolm Finnie	Leonora Street
1	Cath Craft	Edgecumbe st
1	Jill Moore	Edgecumbe st
1	Natalie McGinty	Leonora Street
1	Chris England	Philp Avenue
2	Maria and Leo Smans	
1	Valerie Daley	39 Edgecumbe Street
2	Merv and Anthony Denholm	207 Melville Parade
1	Fred Zuideveld	
2	Lynne and Peter Crook	2/37 Leonora Street
2	Maureen Kennedy	Lockhart Street
1	Richard Blaquiere	154 Roberts St
1	Trish Yeo	Unit 1, 2 Henley St
1	Ron Tyler	44 Park st
1	Jo (Lucy) Buyers	Olsten Avenue
1	Ken Smith	130 Mary Street



1	Mrs Lyn Mills	3/99 Mary Street
1	Dianne Hudson	
1	Maureen McPhee	209D Melville Pde
2	Anne and Roger McDonald	
1	Mr and Mrs Fisher	151 Lockhart St
1	Rosemary Evans	Roberts street
1	Graeme Wainwright	85 Lockahart St
1	Togram Pty Ltd	
2	Enrique and Anne Ferrari	57 Ley Street
2	Crosse	
2	Max and Kath Craigie	Davilak Street
2	Bronwyn and Colin Morrow	Robert Street
2	Brian and Suzanne Trenbath	Robert Street
1	Beres Coley	
1	Phillip Chang	168 Lockhart Street
1	Barbara Tsitsidopoulos	Davilak Street
1	Sommon Sardelic	
1	Astrid Doig	
1	Pete Best	
1	Sue Lorrimar	41 Edgecumbe Street
1	Perry Robson	44 Leomora Street
2	Jason Sudeja	153 Lockhart Street
1	Moe Salwa Affamui	107 Roberts Street
1	B Abercrombie	29 Clydesdale Street

6.2 Agenda

The following reflects the agenda for Community Forum 3:

- 6:00 Arrival and Refreshments
- 6:15 Welcome
- 6:20 GHD Presentation – Update, Concepts etc
- 6:50 Open Questions
- 7:10 Break
- 7:40 Focus Groups – Concept/Comments
- 8:20 Report on focus group discussions
- 8:40 Wrap up and final questions
- 8:50 Thank You and Conclusion



6.3 Presentation

A presentation commenced events, providing background information and prompting landowner's questions. The presentation is attached to this report at [Appendix E](#).

6.4 Questions

The following questions/comments were asked/made by landowners at the conclusion of the presentation. Some of the comments reflect landowner's wishes for the precinct, and all questions/comments will be taken into consideration in the future planning of the precinct.

- ▶ It's easy to manage parking – mainly Davilak Street – are we able to look at the kiss'n'ride in the plan to make this a safe thing rather than an informal thing
- ▶ Look at policing of the informal residential street kiss'n'ride
- ▶ What is the cost factor of the proposals?
- ▶ In other shires they do shuttle bus services to link the precincts within the local government – will the CoSP think about shuttle services?

6.5 Focus Group Feedback

All attendees were asked to form into Focus Groups to discuss the precinct broadly around the issues of Parking, Traffic, Built Form, Land Use, Look & Feel and safety & Security.

The Focus Groups had approximately 10 people per group, with one facilitator and one scribe per group. At the conclusion of the Focus Group session each table reported back their comments.

The following reflects the comments from each of the Focus Groups.

6.5.1 Table 1

Road Network

- ▶ Don't reclaim the foreshore
- ▶ Bus station to be off the bridge
- ▶ Support the ferry
- ▶ Against pedestrian crossing over road
- ▶ Kiss n ride on Davilak street is informal and unacceptable
- ▶ Prefer the station to be underground entirely
- ▶ Preferred intersection is on concept 3, but don't support impact on the river
- ▶ General traffic comments – was a head on collision last week, intersection is confusing and too busy. Also, cars are speeding down Davilak street – try to stop cars and stop congestion

Pedestrian and cycle connectivity

- ▶ Prefer the different levels in concept 3



- ▶ Mono-rail for the precinct would be good
- ▶ Like the boardwalk idea of keeping the old bridge
- ▶ Like grade separated pedestrian level – make sure the view are maintained to the river.

Parking

- ▶ Parking away – bus station away from the precinct – perhaps a parking area with a shuttle bus to the precinct?
- ▶ Maybe parking area at the end of Davilak?
- ▶ Multi-storey car park on top of freeway (supported by some, not by others)

Bus/Rail Links

- ▶ Bus station off canning highway – no preference of either north or south
- ▶ Best access on concept 2 but no support for pedestrian crossing over the road

Impact on river

- ▶ No support for extensive reclamation in concept 3
- ▶ Lots of opportunities in concept 1 and 2 to beautify

Appearance

- ▶ Proper footpaths/lighting on Davilak Street and throughout the precinct
- ▶ Safety is a priority, concept 1 need to remove the tunnel elements which are dangerous

Built Form

- ▶ High rise on the foreshore – yes from some, no from others, but an agreement that anything that does go there must provide community benefit and access for all – public facilities etc
- ▶ Idea: there used to be a Chinese restaurant on the foreshore called the August Moon. Nice way to tie in heritage.

Burning Comments?

- ▶ No reclamation/limited
- ▶ Most support for grade separated pedestrian levels, jazzing up the bridge and a nice little café (and we will all go there).

6.5.2 Table 2

Concept 1

- ▶ Foreshore area better location for park n ride
- ▶ Multi storey commercial/residential with car park under?
- ▶ Segregate pedestrians from vehicles
- ▶ Kiss n ride at the end of Davilak is likely to generate pressure

Concept 2



- ▶ Marina? North of Canning and Ferry Bridge?
- ▶ Consider fumes at traffic lights
- ▶ Bus station south of Canning

Concept 3

- ▶ Reduced opportunity for development on the foreshore north of Canning
- ▶ Better amenity opportunity on separated pedestrian level
- ▶ Opportunities for shops and cafes etc
- ▶ Increase pedestrian circulation to the north as well

6.5.3 Table 3

Road Network

- ▶ Tunnel is a good idea
- ▶ Some like roundabout in 3 but some concerns that it is complicated, possibly confusing – tunnel is more simple
- ▶ Still would like something done about north/south entries to the freeway from canning and manning road

Pedestrian and cycle connectivity

- ▶ All agree that pedestrian and cycle access is very bad
- ▶ Kiss ride happens so do need to formalize end of Davilak street – maybe a slip road could take cars from kiss n ride back into canning or freeway
- ▶ Long pedestrian tunnels feared as a safety risk, may be alleviated by high use and lighting
- ▶ Concept 1 for pedestrian access is preferred

Parking

- ▶ Wanted to restrict park n ride but do not like restrictions to residents. Permits not wanted – need some on –road parking for visitors
- ▶ Rather kiss n ride and get people out
- ▶ Yellow line marking for dangerous parking areas e.g. near driveway and corners ok but not continuous so residents cannot park.

Bus/Rail Links

- ▶ Link between bus and train at station not that bad right now – its getting buses in etc
- ▶ The bus/train station link suggested is good as it gets more room for buses in station – each plan suggests and it is supported

Impact on river

- ▶ Should make use of the river foreshore as in plans 1 and 2 (good)



- ▶ Shops and cafes are supported with people able to access by walking from all areas or public transport

Appearance

- ▶ Development on the foreshore would improve the look of the place.

6.5.4 Table 4

Road Network

- ▶ Manning road onto freeway south supported to relieve bridge traffic
- ▶ Concept 3 preferred but possible with some changes as per marked up plan
- ▶ All plans have disadvantages for some residents
- ▶ Davilak cul-de-sac and reworked access to kiss n ride area is ok
- ▶ Pedestrian access to bus and train indicated on plan

Pedestrian and cycle connectivity

- ▶ Some commercial use around large roundabout (cafes etc)
- ▶ Pedestrian access from Wooltana street via footbridge across freeway to foreshore

Parking

- ▶ Parking underground? Under building but not large parking areas.
- ▶ NO WAY kiss and ride at the end of Davilak street – will bring cars into residential street
- ▶ Kiss n ride on river edge opposite raffles (plan #3)

Bus/Rail Links

- ▶ Access for pedestrians from canning hwy to bus train shown on plan #3 (from canning hwy and Lockhart street)

6.6 Outcomes

As a result of Community Forum 3, GHD has identified the key issues raised & discussed in the Focus Groups and generally on the evening. The following reflect the key issues raised & discussed in Focus Groups:

6.6.1 Scenario 3

Traffic

- ▶ Like the segregation between the Freeway to Manning Road off-ramp and the Canning Highway to freeway south on-ramp
- ▶ The two way Manning Road connection onto the rotary should be build as a bridge to minimise its impact on the river



- ▶ Like the idea of the rotary
- ▶ The roundabout is nice looking but concerned about the potential complication/confusion.

Pedestrian access to the station

- ▶ The total segregation between pedestrian movements and vehicles offered with the raised rotary is considered as a significant improvement over scenarios 1 and 2
- ▶ The “pedestrian rotary” should be extended all around to increase accessibility for South Perth pedestrian living north of the Canning Highway

Land Use

- ▶ The space available beneath the rotary should be used to house specific amenities such as safe bicycle parking, public toilets, showers, small shops, public transport information kiosk etc...
- ▶ The rotary requires more land and may compete with potential land uses between the freeway and the river
- ▶ Support the separated levels – keep the views of the river

Kiss & Ride Parking

- ▶ The kiss and ride parking at the end of Davilak Street is not supported and the alternative near the ferry terminal is preferred provided that its access from the rotary is adequately designed

6.6.2 Comments applicable to the 3 Scenarios

- ▶ Davilak cul-de-sac and kiss and ride area – no way for this idea – will bring more cars into the residential roads – prefer kiss and ride on river edge north of canning hwy
- ▶ Tunnel is a good idea
- ▶ Support any option which includes Freeway entry north from Canning Hwy and entry south from Manning Rd
- ▶ Pedestrian access needs improvement
- ▶ Kiss and ride formalised at the end of Davilak Street – perhaps a slip road could take cars from kiss and ride back to canning?
- ▶ Bus/rail interchange above the freeway is supported in all scenarios – no preference for which side
- ▶ Manning road access south important to relieve traffic
- ▶ All have disadvantages for some residents
- ▶ Suggest pedestrian access from Wooltana via footbridge across freeway
- ▶ Parking – underground
- ▶ Support the ferry
- ▶ Support bus station off the bridge – north or south no preference
- ▶ Propose the station to go underground – sink the rail
- ▶ Propose a mono-rail/shuttle system for the area – shuttle to/from another area
- ▶ Multi-storey car park on top of the freeway – supported and rejected!!



- ▶ Proper footpath and lighting required – end of Davilak especially
- ▶ High rise on foreshore – NO/YES within the group – anything that goes there must provide community access and public facilities
- ▶ Jazz up the Canning bridge
- ▶ Café's on the foreshore (and we will all go there !...)



7. Community Forum 4

7.1 Attendees

All landowners within the 400m walkable catchment as illustrated in Figure 1 were formally invited to attend the session which was held at the South Perth Senior Citizens Centre at 53 Coode Street South Perth on Monday 8th of September 2008 at 6:00pm.

Landowners were asked to register their attendance in advance.

A total of 25 landowners registered their intention to attend the Forum, with a total of 44 attendances on the evening. Of the formal registrations on the evening, approximately 35 attendees remained to form part of Focus Groups.

Table 5 is the register of attendees from the Forum.



Table 5 Community Forum 4 Attendees

Attending	Contact	Address
2	Chris Devaney	1/5 Cassey Street
1	Astrid Doig	
2	Stuart and Ann Robbins	
1	Richard Blaquiere	
1	Luke Fimmel	127 Lockhart Street
1	Merv Denholm	207 Melville Pde
1	Frances Meyer-Court	52 Clydesdale Street
2	Ray and Kerry Harold	
1	Ian Jones	Lockhart Street
2	Roger and Mrs McDonald	Davilak Street
2	Maureen Kennedy	
1	Mike Lawson	
1	Robert Fimmel	
2	Robert and Rosemary Evans	
1	Judith Boersma	
1	Mr Mathie	Lockhart Street
1	Fay Totterdell	Melville Parade
1	Pete Best	Councillor
1	Roque	Lockhart Street
2	Trenbath	Roberts Street
1	Keith Atkinson	Roberts Street
1	Helen Lysaght	Roberts Street
2	Redmond	Lockhart Street
1	Rupert Ledger	132 Lockhart Street
1	Neryl Stevenson	Roberts Street
2	Graeme and Yvette Strawbridge	Leonora Street
1	Kevin Trent	Councillor
1	Sumi Chen	159 Lockhart Street
1	E Clarke	65 Davilak Street
1	Craig Earnshaw	125 Roberts Street
1	Danny Archibald	65 Leonora Street
1	Narelle Holmes	65 Leonora Street
2	Ross and Maureen McPhee	209D Melville Parade
1	Nadine Redmond	8 Davilak Street



7.2 Agenda

The following reflects the agenda for Community Forum 4:

- 6:00 Arrival and Refreshments
- 6:15 Welcome
- 6:20 GHD Presentation – Update, Background etc
- 6:50 Open Questions
- 7:10 Break
- 7:40 Focus Groups – Expectations and Visions
- 8:20 Report on focus group discussions
- 8:40 Wrap up and final questions
- 8:50 Thank You and Conclusion

7.3 Presentation

A presentation commenced events, providing background information and prompting landowner's questions. The presentation is attached to this report at [Appendix F](#).

7.4 Questions

The following questions/comments were asked/made by landowners at the conclusion of the presentation. Some of the comments reflect landowner's wishes for the precinct, and all questions/comments will be taken into consideration in the future planning of the precinct.

- ▶ 4 hour parking limits in some areas
- ▶ Is there a possibility that private property/land will be used/resumed – will we lose land?
- ▶ Why are we looking at canning bridge? What about the policies etc Why 800m?
- ▶ Once a decision has been made about what plan is gone with, what opportunity do the community have to make comments and effect change



7.5 Focus Group Feedback

All attendees were asked to form into Focus Groups to discuss the precinct broadly around the issues of Parking, Traffic, Built Form, Land Use, Look & Feel and safety & Security.

The Focus Groups had approximately 10 people per group, with one facilitator and one scribe per group. At the conclusion of the Focus Group session each table reported back their comments.

The following reflects the comments from each of the Focus Groups.

7.5.1 Table 1

Generally

- ▶ Prefer concept 3
- ▶ Land values – consideration/compensation for those whose properties are adversely affected by the development of the area and whose property values are compromised e.g. loss of views, additional noise, additional pollution etc
- ▶ Perth lacks interest in architectural style so it would be good from a tourism point of view to work up an interesting and innovative architectural and green landscape.

Road Network

- ▶ Sound Proofing
- ▶ Happy with bridge duplication where old bridge become pedestrian bridge. Possibility to put cafes on top of pedestrian bridge

Pedestrian and cycle connectivity

- ▶ Happy with concepts generally. Prefer above ground pedestrian passes with travelators. Underground pedestrian passes tend to become unsafe and attract undesirable elements
- ▶ Kiss n ride alongside the busport NOT along Davilak Street
- ▶ No pedestrian or car bridge crossing at Cassey Street

Parking

- ▶ Not like the R110 Picture (below)



- ▶ New developments should have car parking within the residential grounds not along streets, to free up streets for visitors.
- ▶ No Kiss n ride at Roberts Street or Davilak Street

- ▶ Parking under the bridge and tucked out of the way (in this image at X)



Bus/Rail Links

- ▶ Wind and fume break (clear) to be installed on the residents side of the proposed bus station

Impact on river

- ▶ Area A (see image below) – Support a beautification of the area. Agree on a wetland idea in reclaimed land. Happy with café, small businesses (see comments below)
- ▶ No showers – don't want undesirable elements
- ▶ A variety of building types and dwelling types – a balance of higher and lower buildings





Appearance

- ▶ Up to 8 storeys (MAX) along Edgecumbe Road opposite McDougall Park and dropping to 3-8 storeys back towards the river.
- ▶ R80 seems ok, community feel, lots of trees, South Perth native trees preferred
- ▶ Preference for buildings to graduate down in height from Edgecumbe street to the river
- ▶ Commercial buildings to provide enough parking for tenants and customers – limit of 2 storey like at Barrack Square
- ▶ Still looking at no more than 2 storeys in Area A
- ▶ Definitely no tacky fast food shops!!
- ▶ Cafes on Canning Pedestrian Bridge

7.5.2 Table 2

Generally

- ▶ Prefer concept 3

Road Network

- ▶ 100% support for top priority up grade for Manning Road to connect for south bound traffic
- ▶ Kiss n ride at Davilak Street but entry must be from Canning Hwy
- ▶ Pedestrian and cycle connectivity
- ▶ No underground pedestrian walkways for safety purposes

Parking

- ▶ Parking on foreshore in northwest section
- ▶ No kiss n ride
- ▶ Beautified landscape and walk trails – pedestrian access via walkways, lots of lighting

Bus/Rail Links

- ▶ Link

Impact on river

- ▶ No objections to reclaiming foreshore area to the south for:
- ▶ Quality foreshore areas similar to point fraser in east Perth
- ▶ Improve foreshore in front of the Raffles for every one to use

Appearance

- ▶ we would be happy with R60
- ▶ Suggest combined uses commercial and residential like in Joondalup

7.5.3 Table 3

Road Network

- ▶ Manning road north travelling off ramp needs to be maintained – maybe a tunnel?
- ▶ Prefer concept 3 but long term plan – need changes now
- ▶ Like the tunnel
- ▶ Re Concept 3 – impact to the river is the concern – if there is any impact not ok, but if no impact or actually improves it is ok (ie, improved wetland rehabilitation). Fisherman use the edge of the river in that part to get bloodworms for fishing
- ▶ Concept 3 improves overall access to the river and takes pressure off the roads
- ▶ Kiss n ride concern – do not open Roberts road, close Roberts Road and use a loop to the existing (see image)



Pedestrian and cycle connectivity

- ▶ Concept 3 layers have merit – better separation
- ▶ Existing access is unsafe from mt pleasant for cyclists
- ▶ Needs to be more dog friendly
- ▶ Better signage for pedestrians (keep left)
- ▶ Crossing the river is important NOW. Consider how to improve it now for safety reasons

Parking

- ▶ Get cars out of the precinct – utilise sumps and large parcels of unused land – create parking areas.
- ▶ Use loop route drawn at Davilak Street

Appearance

- ▶ Concept 3 provides opportunities for shops and cafes
- ▶ Integrate the two cross river suburbs rather than separate
- ▶ Aged care housing on the foreshore!

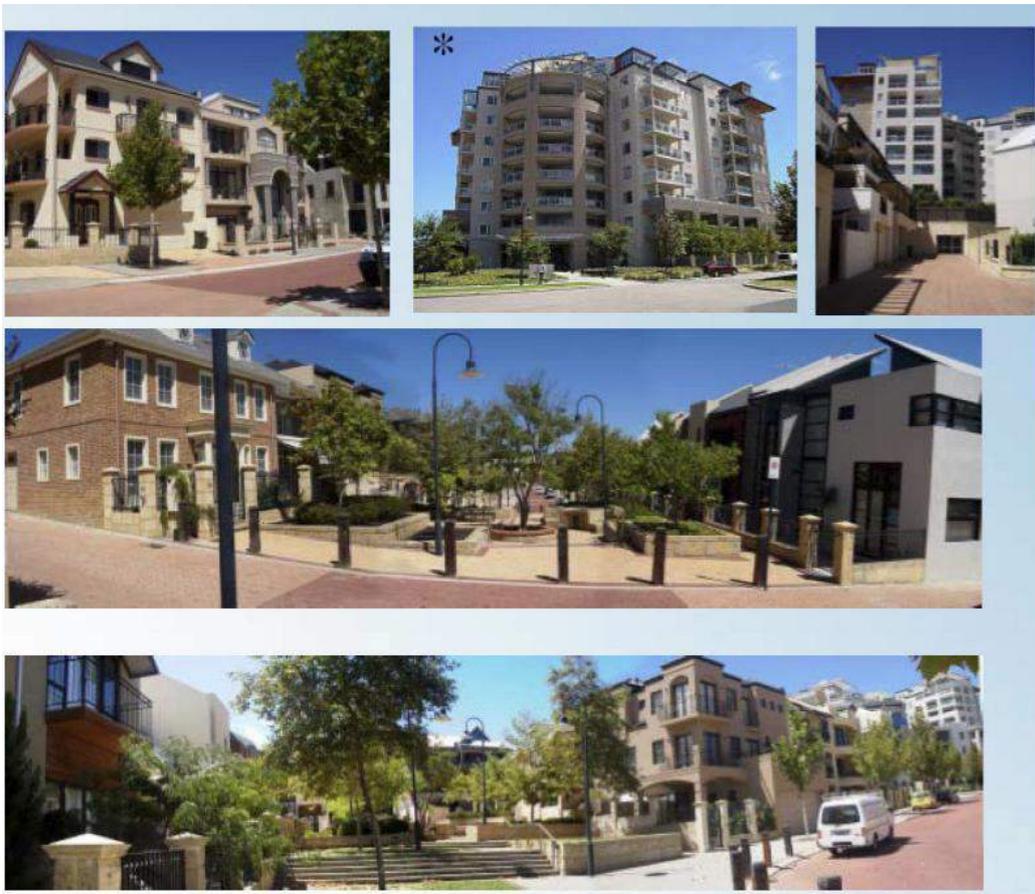
- ▶ Need a post office

Density

- ▶ It is about landscaping and built form being designed well rather than height – Raffles is out of place because it is unbalanced rather than its actual density
- ▶ Keeping trees helps the appearance of a place
- ▶ Variation is important
- ▶ Must be people friendly
- ▶ The R190 is better than the R110 (see below) – based on street appearance etc



- ▶ The R110 is the least friendly – very ‘hard’ – needs more landscaping, car parking is too obvious
- ▶ The R80 is a bit like Lego city, but like the hidden walkways through (see image)



Likes and Dislikes:

Plan 1

- Like pedestrian access except for the at-grade crossings
- Don't like the crossover of the river
- Don't like the tunnel road – too tight/too difficult
- Don't like at grade crossings

Plan 2

- Like link from Wooltana Street to the ferry
- Don't like kiss n ride – make it the loop

Plan 3

- Like turning movements/good design
- Like walking areas/grade separated
- Like the opportunity to improve river depth at the edge - allow for better retaining for storm surges
- Don't like the ferry (but some did like it)
- Don't like opening up of Roberts Street



- ▶ Don't like the loop kiss n ride without the additional access from Canning

7.6 Outcomes

As a result of Community Forum 4, GHD has identified the key issues raised & discussed in the Focus Groups and generally on the evening. The following reflect the key issues raised & discussed in Focus Groups:

Generally

- ▶ Prefer principles of Concept 3

Pedestrian and cycle connectivity

- ▶ Happy with concepts generally, and separated pedestrian levels is preferred.
- ▶ Careful consideration of other links like kiss n ride links – need further discussion with the community about location
- ▶ Existing access is unsafe for cyclists and is unfriendly for dogs
- ▶ Crossing the river is important NOW. Consider how to improve it now for safety reasons

Road Network

- ▶ Prefer concept 3 but long term plan – need changes now
- ▶ Concept 3 improves overall access to the river and takes pressure off the roads – make sure road network is considered for Swan River impacts
- ▶ Sound/noise proofing
- ▶ Happy with bridge duplication where old bridge become pedestrian bridge. Possibility to put cafes on top of pedestrian bridge
- ▶ 100% support for top priority up grade for Manning Road to connect for south bound traffic

Parking

- ▶ New developments should have car parking within the residential grounds not along streets, to free up streets for visitors.
- ▶ Parking under the bridge and/or tucked out of the way
- ▶ Consider off site parking areas with shuttle buses

Bus/Rail Links

- ▶ Improve link for bus/rail/pedestrian/cyclist

Appearance

- ▶ Up to 8 storeys (MAX) along Edgecumbe Road opposite McDougall Park and dropping to 3-8 storeys back towards the river.
- ▶ Beautified landscape and walk trails – pedestrian access via walkways, lots of lighting
- ▶ Density should ensure a good community feel, lots of trees, native trees preferred.
- ▶ A variety of building types and dwelling types – a balance of higher and lower buildings



- ▶ Preference for buildings to graduate down in height from Edgecumbe street to the river
- ▶ Commercial buildings to provide enough parking for tenants and customers
- ▶ Cafes on Canning Pedestrian Bridge but definitely no tacky fast food shops
- ▶ Integrate the two cross river suburbs rather than separate
- ▶ Aged care housing on the foreshore!

Impact on river

- ▶ Support a beautification of the area. Agree on a wetland idea in reclaimed land. Happy with café, small businesses. Improve foreshore areas generally for everyone to use
- ▶ Like ferry link

Density

- ▶ It is about landscaping and built form being designed well rather than height – Raffles is out of place because it is unbalanced rather than its actual density
- ▶ Keeping trees helps the appearance of a place, vary housing and provide people friendly neighbourhoods



Appendix A
Community Forum 1 PowerPoint
Presentation

Canning Bridge Rail Station Precinct Study City of South Perth Community Forum August 11th 2008

Agenda

6:00 – 6:15	Arrival and Refreshments
6:15 – 6:20	Welcome
6:20 – 6:50	GHD Presentation – Background, Study Purpose, Issues and Constraints etc
6:50 – 7:10	Open Questions
7:10 – 7:30	Survey
7:30 – 7:40	Break
7:40 – 8:20	Focus Groups – Expectations and Visions
8:20 – 8:40	Report on focus group discussions
8:40 – 8:50	Wrap up and final questions
8:50	Thank You and Conclusion



Who drives this study?

The City of South Perth is working in partnership with the Western Australian Planning Commission and the City of Melville in a planning study of the Canning Bridge Rail Station Precinct

What is the Purpose of this Study ?

- To support the Study Area as an Activity Centre, within the context of *Network City* and surrounding activity centres, being developed in accordance with best practice and TOD principles
- To prepare a planning framework for development, and a strategic implementation guide that enables the City of South Perth and other relevant stakeholders and interested parties to make informed decisions about the future use of land within and adjacent to the study area
- To ascertain the communities visions, needs and expectations

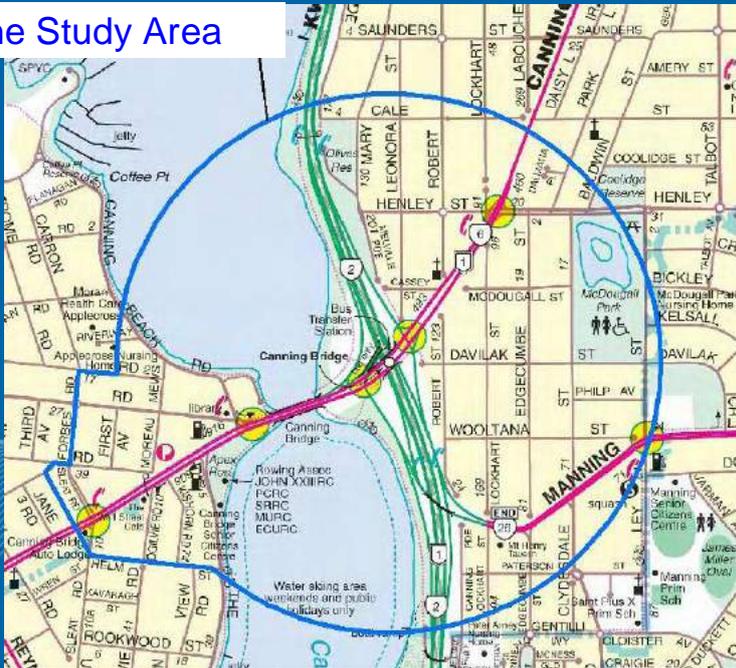


Today's Objective:

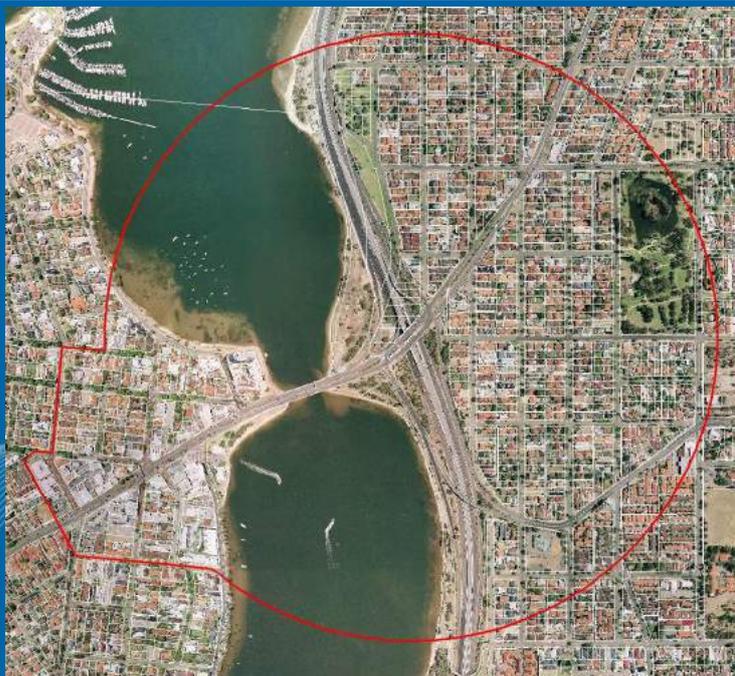
- To brief City of South Perth Canning Bridge Precinct residents on the Canning Bridge Train Station Planning Study
- To obtain feedback from residents on issues associated with the precinct and/or ideas for the future of the precinct
- To obtain stakeholder input into the precinct planning process through an appropriate engagement program



The Study Area



The Study Area





Network city, Activity Centres & Transit Oriented Development



KEY THEMES

- Plan with communities
- Nurture the environment
- Make better use of urban land
- Encourage public over private transport
- Strengthen local sense of place
- Develop strategies which deliver local jobs
- Provide affordable housing

Activity centres bring people together

- Activity centres on activity corridors
- Other activity centres

Networks connect people and places

- Primary corridors
- Secondary corridors
- Other transport corridors

Communities have a sense of place and belonging

- Other areas have strong support for community organisations and services
- Other areas have strong support for community organisations and services
- Other areas have strong support for community organisations and services

The environment sustains the city

- Other areas have strong support for community organisations and services
- Other areas have strong support for community organisations and services
- Other areas have strong support for community organisations and services

Managing growth by sharing responsibility between industry, communities and government

Activity centres on activity corridors (diagrammatic)

Activity corridors with excellent public transport

Transport corridors for cars, trucks and express buses

Designed to optimise land use and transport linkages between centres, public transport is supported by a range of activities at centres and land uses along corridors.

Canning Bridge Rail Station Precinct Study – City of South Perth Community Forum August 11th 2008

What is the Status of Network City ?

The Network City Draft State Planning Policy has formally been out for public comment and is currently awaiting final consideration from the Governor



The 10 key objectives of Network City are:

1. Deliver urban growth management;
2. Accommodate urban growth primarily within a Network City pattern, incorporating communities in *activity centres*;
3. Align transport systems and land use to optimise accessibility and amenity;
4. Deliver a safe, reliable and energy-efficient transport system that provides travel choice;
5. Protect and enhance the natural environment, open spaces and heritage;
6. Deliver for all a better quality of life, building on our existing strengths;
7. Plan with the communities;
8. Ensure employment is created in centres;
9. Deliver a city with 'urban' energy creativity and cultural vitality; and
10. Provide a city plan that will be implemented, provide certainty and deliver results.

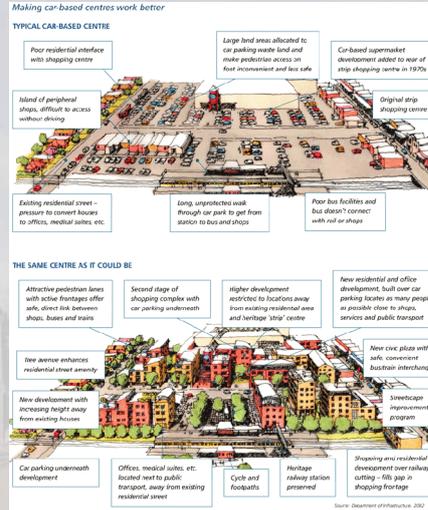


Network City Principles

- Manage growth by sharing responsibility between industry, communities and government
- Plan with communities
- Nurture the environment
- Make fuller use of urban land
- Encourage public over private transport
- Strengthen local sense of place
- Develop strategies that deliver local jobs
- Provide affordable housing

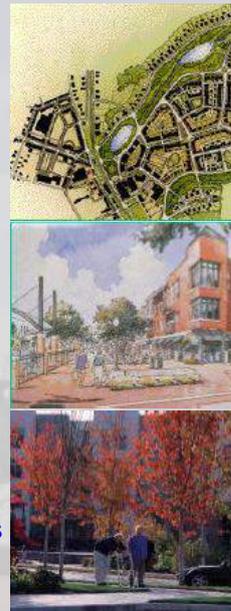
Activity centres

- Activity centres encourage:
 - a broad range of activities including retail, professional and social services
 - varying densities of housing and employment
 - housing diversity to cater for a changing population
 - affordable housing
 - accessibility by private and public transport, walking and cycling
- Strong centres at the end of the activity corridors to support effective public transport systems along the connecting activity corridor.



Elements of Transit Oriented Development (TOD)

- Multiple good quality transit services
- Connected to other places by transit
- Most regular destinations are close by
- Transit stops within an easy walk or cycle
- Reduced dependency on cars for every trip
- Development shaped by transit – building orientation, density, parking
- Moderate to higher density
- A rich mix of choices – jobs, activities, housing types and costs
- Mixed uses (live, work, shop, play, civic)
- Liveable places integrated with existing communities



GB Arrington, 2004

Benefits of TOD

- Increased quality of life & sense of community
- Community cost savings
- Reduce household travel costs
- Increased choice of mobility
- Increased lifestyle choices
- Increased property values
- Better housing choice and affordability
- Reduced air pollution
- Better conservation of environmental assets
- Health benefits



Melbourne

Issues, Considerations and Opportunities

Observations so far....



Pedestrian & Bicycle Access

- Cyclists are not choosing to use the station heavily at this point in time
- Major safety/security issues with access to the station, including lack of lighting and poor access for people with disabilities.
- Improving pedestrian comfort, accessibility and safety who use the train station in the short term is a key priority
- Generally pedestrians prefer to cross at grade rather than use pedestrian ramps, lifts etc – the path of least resistance



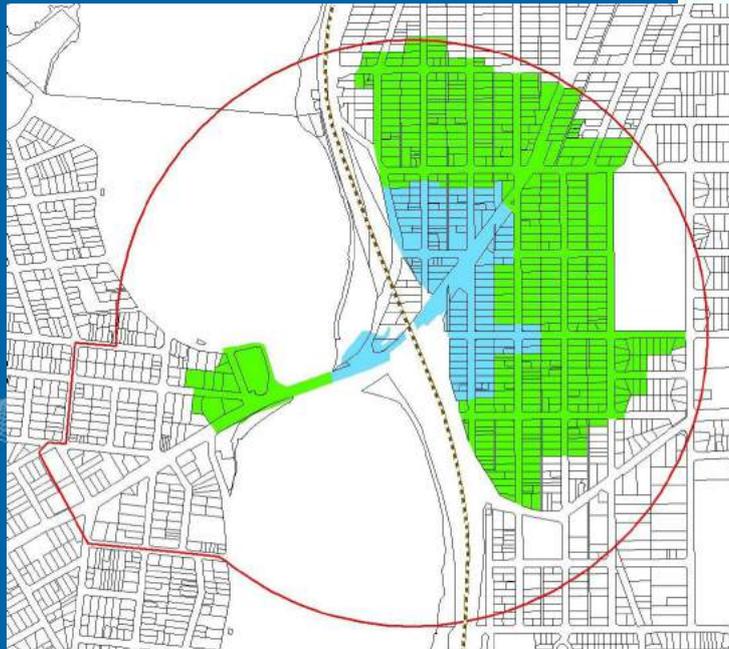
Walking to the Station

400m

5 min.

800m

10 min.





Pedestrian & Bicycle Access Opportunities

- More direct and prioritised pedestrian access
- Better bike parking facilities should be provided in road reserve; need to provide a balance in order to attract more cyclists while not over providing
- Better cyclist facilities – showers, change rooms etc
- Ensuring future planning responds to the needs of pedestrians - considering the path of least resistance and designing pedestrian movements into the network
- More safety and security measures implemented within the precinct to support and encourage the use of the public transport facilities



Car Parking

- There is no formal Park'n'Ride or Kiss'n'Ride facility at the Canning Bridge Rail Station due to the constraints of the location
- As a result informal Park'n'Ride is occurring in residential streets which is creating a significant conflict
- Limited additional parking is available for short term users in the Como/Manning area



Car Parking Opportunities

- Incentives for landowners to consolidate land parcels and develop community parking areas
- Opportunities for shared private parking facilities



Canning Bridge Station

- The station was originally designed as a bus/bus interchange, with no provision for park & ride or kiss & ride patronage. Provision for walk-up patronage was limited
- Pedestrian & cycle access from the north / east is extremely difficult as passengers need to cross a number of roads, ramps and turn pockets
- Pedestrian / cycle access from the west (Applecross) is difficult due to the distance involved and the circuitous path involved
- Movement within the station is complex because of the combination of island platforms on both the upper (bus) level and lower (train) level

Canning Bridge

- The Canning Bridge is in the mid to late part of it's life cycle. Replacement of the Bridge will need to be considered within 30 to 50 years
- The long term vision/ideas for the train station (i.e. tunnel, deck, etc) will need to be considered in a staged approach to ensure that long term funding can be identified in line with requirements



Public transport

- The Canning Bridge Rail Station is already servicing 2000 passenger movements, double the number of anticipated boarding's per day
- 248 buses per week day are stoping at the Canning Bridge bus rail interchange and a further 168 in the vicinity
- Increased bus and rail services on the weekends is desirable for a number of residents
- Public transport services are set to increase at Canning Bridge, servicing the Bentley Campus and other regional functions with the potential to further increase congestion at the Canning Road interchange



Public Transport Opportunities

- Bus priority lanes on Canning Highway, east of the Freeway is a possibility as the road reserve width allows for up to 6 lanes, which are not required for private vehicles
- Potential for new bus station over rail to increase bus to rail transfer capacity
- Dedicated shuttle bus to Bentley campus to shuttle between Bentley and Canning Bridge Rail Station to form part of a broader shuttle function
- New ferry terminus at Canning Bridge to UWA
- Travel Smart marketing of the station may be useful



The Swan River Trust

- Would like to see public access to the foreshore and along the foreshore maintained
- Has a mandate to manage the river function – any development plans should consider the impact on the river and the impact on community amenity
- Considers the view-scapes of the river as important to the community
- Civic based land uses are encouraged to ensure ongoing public access



Housing Diversity

- The Como/Manning Area is dominated by residential development at a density of R20-R40. Single residential lots dominate, with some grouped dwelling development closer to the rail station
- There is a limited mix of housing in the area
- Housing in the area could take advantage of access to public transport and shopping facilities to respond to housing affordability and diversity needs



Built Form

- The dominant form of development in the study area is single storey development, excepting some development along the river foreshore in all river front areas, which consists mainly of two storey developments



Visual Landscape dominated by the freeway





Canning Bridge Rail Station Precinct Study Information Day

Who was invited

- 1600 landowners within the study area, being an area of approximately 1km radius from the rail station - direct invitation through mail
- City of South Perth websites.
- Newspaper articles about the Information Day communicated the event to a broader audience.

Attendance

- 233 Format Registrations at the door, possibly 30 to 50 additional unaccounted
- 105 CoSP Registrations and 20 from other suburbs
- 98 Como residents



Main issues raised & discussed at one on one sessions

Pro Growth/Development

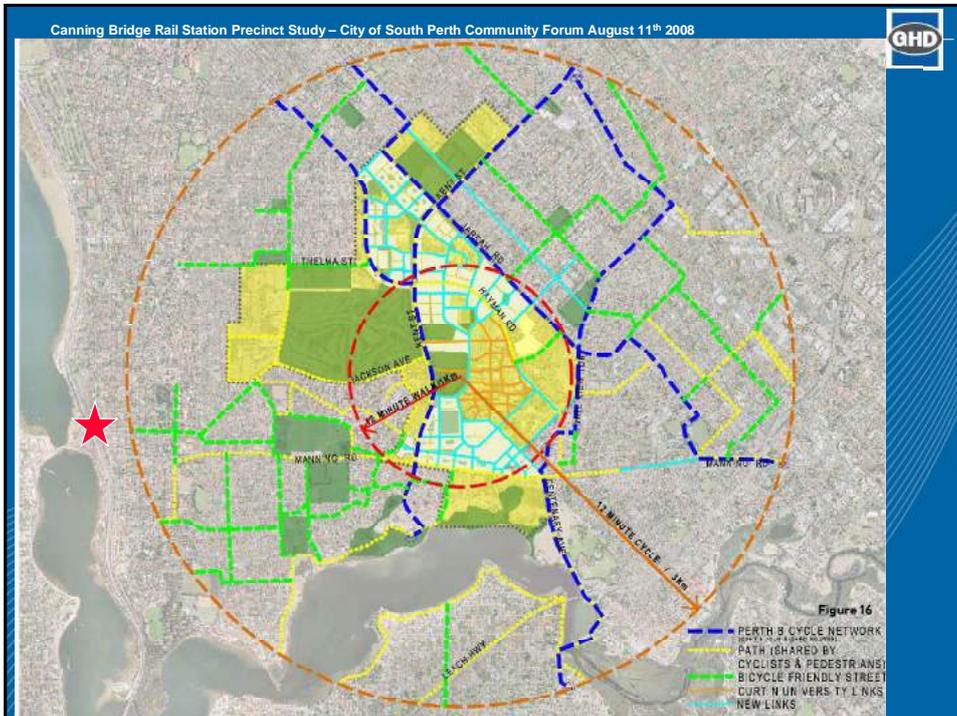
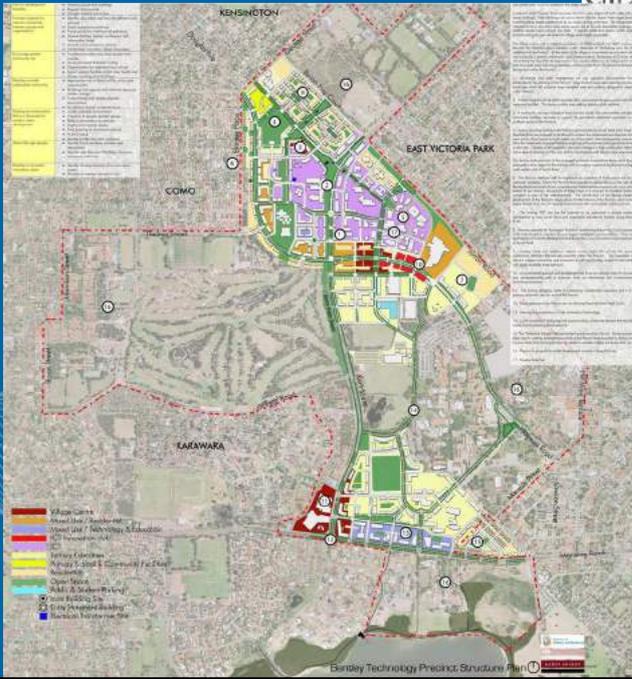
- Increase redevelopment opportunities (More height & density)
- Partnership planning with adjoining owners (MOU's)
- Partnership development with Local Government (CoM – Parking)
- Design outcomes may be more important than Higher Density

Not favorable to further development

- Area needs public amenity improvements not more development
- Access to rail must be improved, concerned about increase in rail patronage if facility is not upgraded
- Maintain spaciousness and peacefulness as it is
- Process to date is fair and informative



Bentley Technology Precinct Structure Plan 04/08





Questions ?



Questionnaire.....



Short Break.....



Focus Groups

Table work in groups – 15-20

Each table has a table facilitator

Introduce yourself, starting with the facilitator, then choose a scribe.....

Key Issues/Prompts:

Swan River
Public Amenities
Land Uses
Parking
Built Form
Traffic



Appendix B
Community Survey



CANNING BRIDGE RAIL STATION PRECINCT – SOUTH PERTH COMMUNITY QUESTIONNAIRE

The City of South Perth is working in partnership with the Western Australian Planning Commission and the City of Melville in a planning study of the Canning Bridge Rail Station Precinct.

The purpose of the Study is to consider possibilities for a vibrant activity centre at the bus and rail interchange at Canning Bridge. The study area is considered to be a comfortable 'walkable catchment' from the rail station (800m approx radius).

As part of this study, we are consulting with residents who live around the centre to understand how to manage the connections between the Canning Bridge Rail Station and the surrounding residential area.

Please take a few moments to provide feedback about your experiences with living near the Canning Bridge Rail Station.

What do you like about living near the Canning Bridge Rail Station?								
		Access to Public Transport	Proximity to the City	Neighbourhood 'Feel'	Access to shopping and services	Access/ Proximity to river	Access to Public Open Spaces	Safety and Security
	
	Other (provide comment)							
What would you like to change about living near the Canning Bridge Rail Station and do you have any suggestions for improvement?								
		Access to Public Transport	Proximity to the City	Neighbourhood 'Feel'	Access to shopping and services	Access/ Proximity to river	Access to Public Open Spaces	Safety and Security
	
	Other (provide comment)							



Overall, how would you rate your satisfaction with the following aspects of the Canning Bridge Rail Station Precinct?							
		Very Satisfied	Satisfied	Neither Satisfied nor Dissatisfied	Dissatisfied	Very Dissatisfied	Don't Know
Parking							
Availability of Parking	
Location of Parking	
Rail Patron Informal Parking	
Built Form							
Building Heights	
Architectural Design	
Property Maintenance	
Access/Transport							
Quality of Bicycle Paths	
Bicycle Path Network	
Availability of Bicycle parking	
Quality of Footpaths	
Footpath Network	
Availability of Public Transport	
Accessibility through the precinct	
Distance to public transport	
Public Amenity/Public Spaces							
Quality of areas for public use (e.g. areas for rest and relaxation)	
Location of public open space areas	
Number of areas for public use	
Protection from weather (shade from sun and shelter from rain)	

Overall, how would you rate your satisfaction with the following aspects of the Canning Bridge Rail Station Precinct?							
	Very Satisfied	Satisfied	Neither Satisfied nor Dissatisfied	Dissatisfied	Very Dissatisfied	Don't Know	
Public facilities (e.g. public toilets, water fountains)	
Look and Feel							
Public artwork	
Look and feel of the precinct	
Distinct character	
Look and quality of the trees	
Safety and Security							
Safe access to the rail station	
Feeling safe during the day	
Feeling safe at night	
Adequacy of street lighting	
Social							
Places to meet friends, conduct meetings	
Places to get community information	
Places that encourage me to stay a while	
Diversity of housing prices and type	

What street do you live in?

.....

Thank you for taking the time to complete this survey. Please return the survey as you leave this evening.



Appendix C
Community Forum 2 PowerPoint
Presentation

Canning Bridge Rail Station Precinct Study

South Perth Information Day 2

August 18th 2008



The Purpose of this Study

- To support the Study Area as an Activity Centre, within the context of *Network City* and surrounding activity centres, being developed in accordance with best practice and TOD principles
- To prepare a planning framework for development and a strategic implementation guide that enables the City of Melville, the City of South Perth, the Department for Planning and Infrastructure/Western Australian Planning Commission and other relevant stakeholders and interested parties to make informed decisions about the future use of land within and adjacent to the study area
- To ascertain the communities visions, needs and expectations



Today's Objective:

- To provide feedback on last week questionnaire 11 August
- To raise awareness of the precinct's past and projected growth
- To obtain stakeholder input to the draft precinct plan through an appropriate engagement program



The Study Area

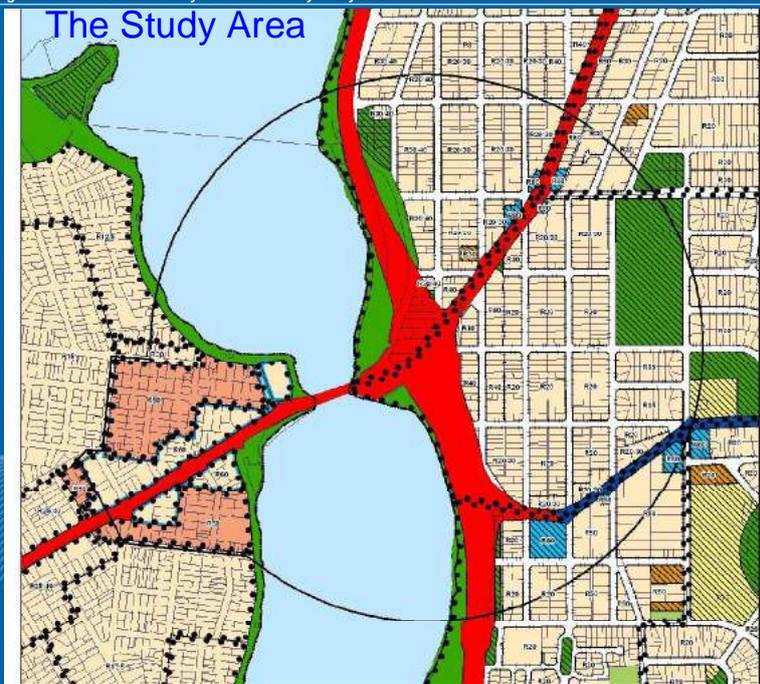




The Study Area



The Study Area





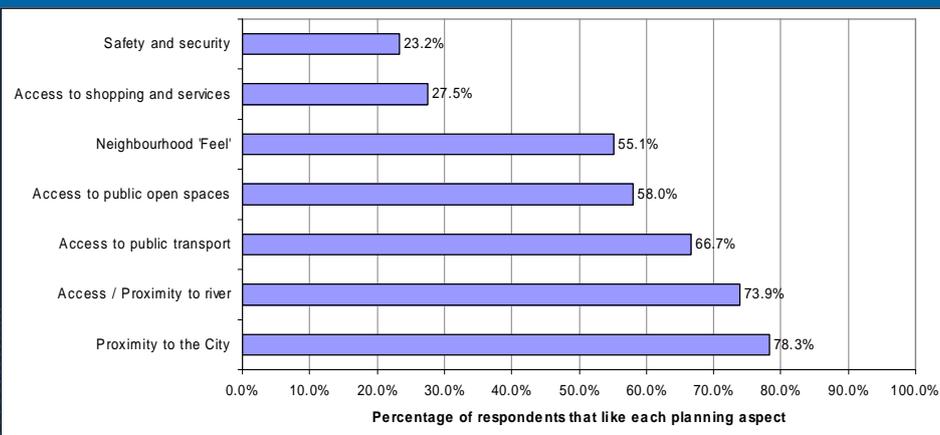
RESULTS OF LAST WEEK SURVEY

What do you like about living near the Canning Bridge Rail Station?

Number of people that did not answer the question	4	out of 73
Response percentage		95.9%
Proximity to the City	54	78.3%
Access / Proximity to river	51	73.9%
Access to public transport	46	66.7%
Access to public open spaces	40	58.0%
Neighborhood 'Feel'	38	55.1%
Access to shopping and services	19	27.5%
Safety and security	16	23.2%



What do you like about living near the Canning Bridge Rail Station?



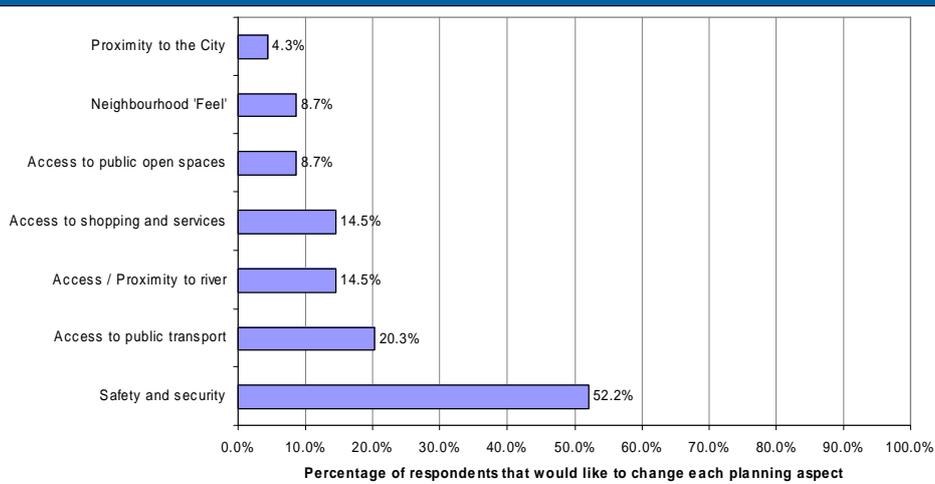


What would you like to change about living near the Canning Bridge Rail Station?

Number of people that did not answer the question	24	out of 73
Response percentage	68.5%	
Safety and security	36	52.2%
Access to public transport	14	20.3%
Access / Proximity to river	10	14.5%
Access to shopping and services	10	14.5%
Access to public open spaces	6	8.7%
Neighbourhood 'Feel'	6	8.7%
Proximity to the City	3	4.3%

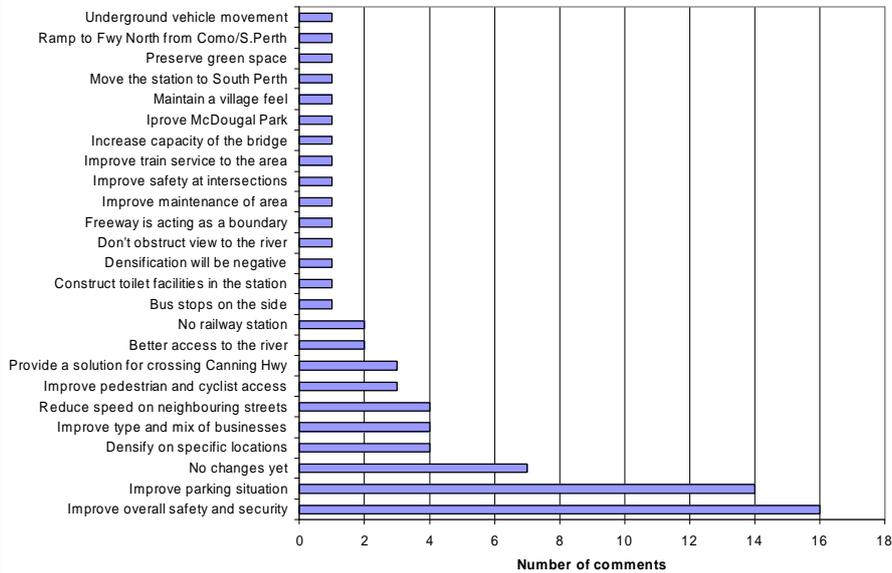


What would you like to change about living near the Canning Bridge Rail Station?





Suggested Improvement to the Canning Bridge Rail Precinct

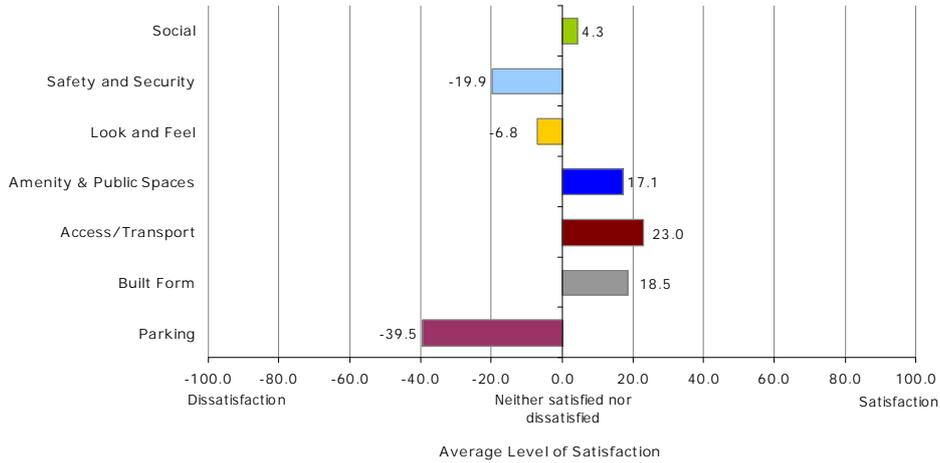


Suggested changes or improvements	Number of comments
Improve overall safety and security	16
Improve parking situation	14
No changes yet (South Perth ?)	7
Higher Density on specific locations	4
Improve type and mix of businesses	4
Reduce speed on neighbouring streets	4
Improve pedestrian and cyclist access	3
Provide a solution for crossing Canning Hwy	3
Better access to the river	2



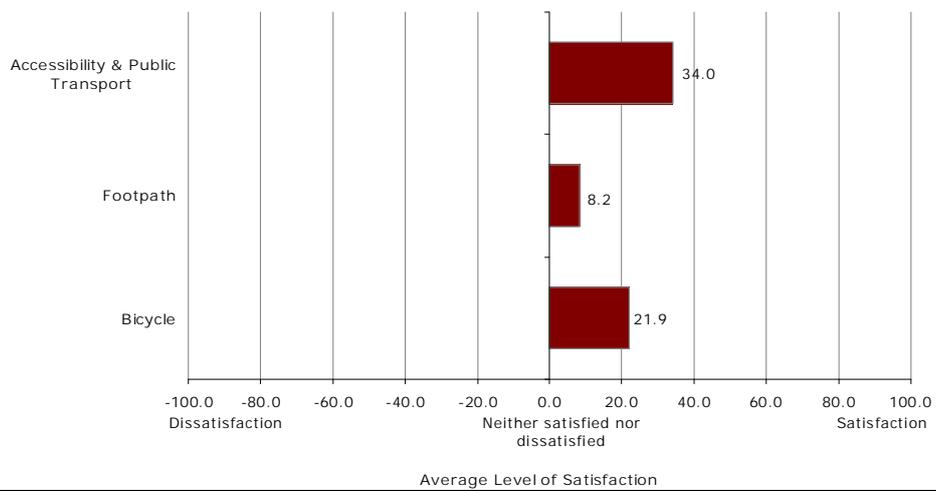
PLANNING ASPECT

Level of Satisfaction with Planning Aspects of the Canning Bridge Rail Precinct
(Scale: -100 to 100)



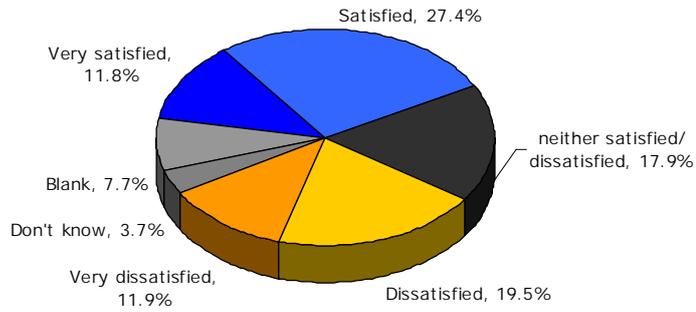
TRANSPORT ASPECT

Detailed Analysis on the Transport Aspect of the Canning Bridge Rail Precinct
(Scale: -100 to 100)

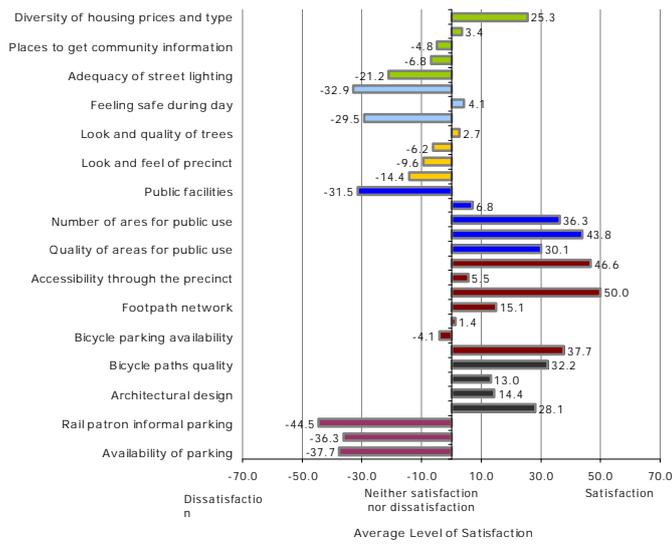




Overall levels of satisfaction with planning & transport aspects of the Canning Bridge Rail Precinct

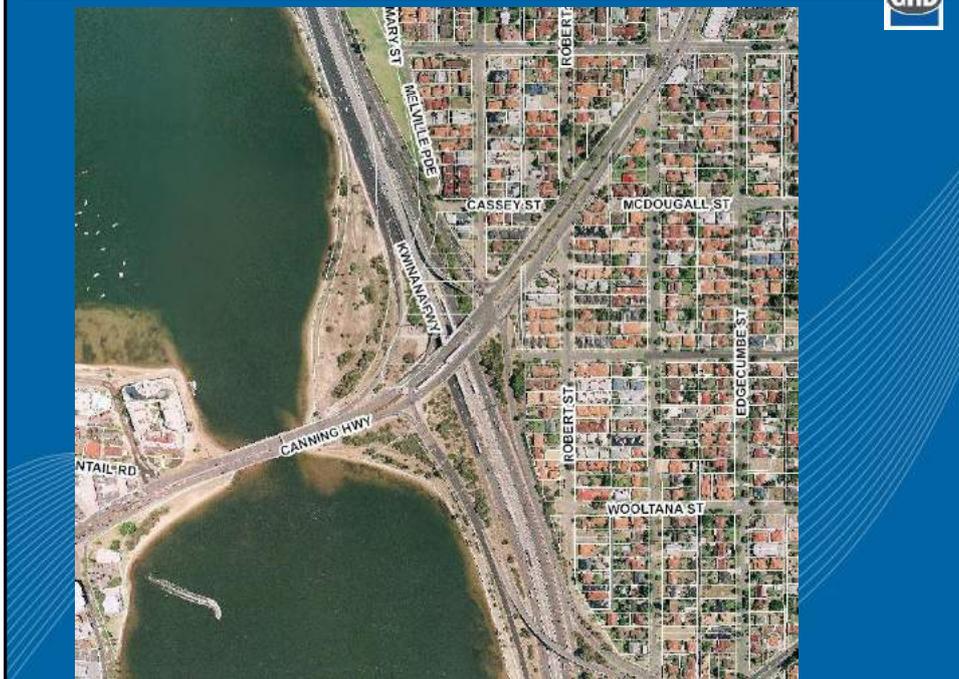


Level of Satisfaction with Planning Characteristics of the Canning Bridge Rail Precinct (Scale: -100 to 100)



Average Level of Satisfaction

■ Social Aspect ■ Look & Feel Aspect ■ Transport Aspect
■ Safety & Security ■ Public Amenity ■ Built Form Aspect ■ Parking Aspect



Canning Bridge Rail Station Precinct Study – Information Day - July 21 2008



DENSITIES	Current Zoning		
	2008		
	400m	400 - 800m	Total
Initial Dwellings (Number of lots with 1 house)	109	290	399
Average Block Area (m ²)	1100	1121	
Total Developable Area (ha)	11.9	32.5	44.4
No. Unchanged Blocks	43	141	184
No. of Changed Blocks	66	149	215
Resulting Dwellings from changed blocks	171	496	667
Total Dwellings	214	637	851
Total Population (1.9p/dwelling)	406	1210	1616
Population/Ha	46.7	50.9	49.8
Initial Density	R9	R9	
Current Density	R18	R20	
Potential Total Dwellings	511	940	1451
Average Permissible R Code	R33	R29	

Canning Bridge Rail Station Precinct Study – Information Day - July 21 2008



GROWTH SCENARIOS

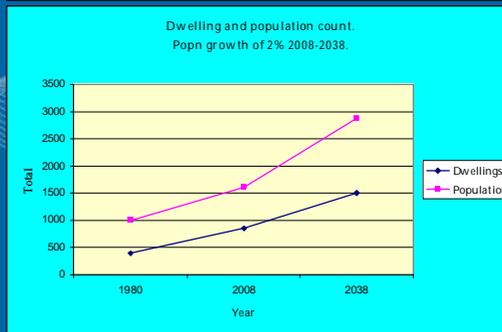
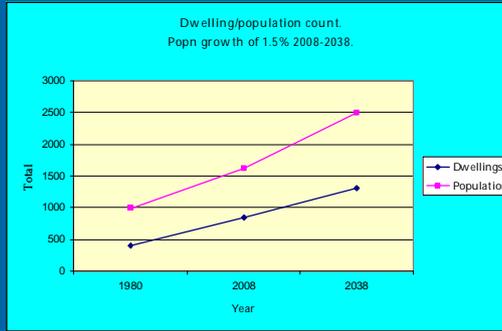
1.5% pop incr per year from 2008-2038	1980	2008	2038
Dwellings	399	851	1310
Population	997	1616	2489

2% pop incr per year from 2008-2038	1980	2008	2038
Dwellings	399	851	1510
Population	997	1616	2869

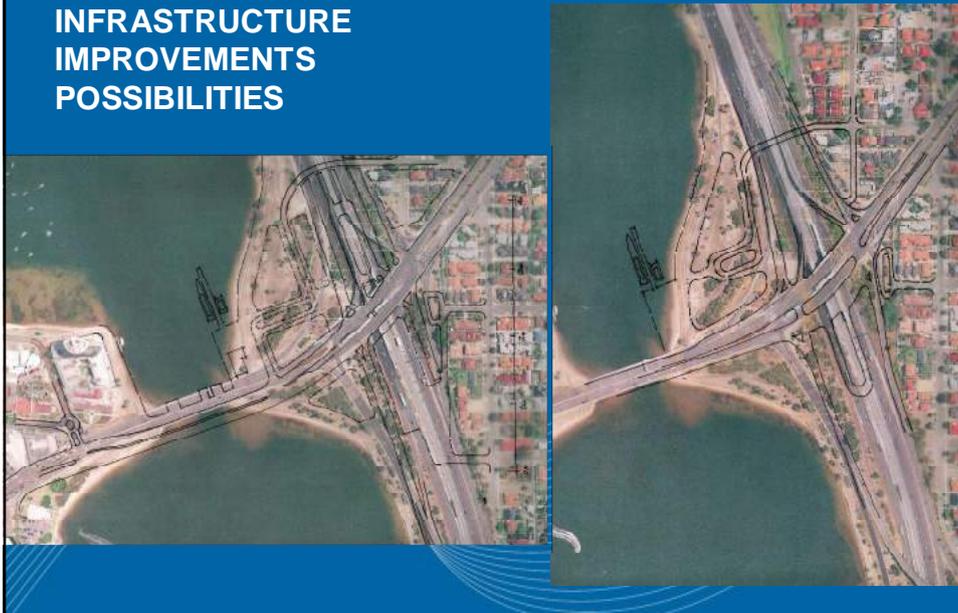
Assumed 1980 population was 2.5 persons per dwelling	
2008 persons per dwelling is 1.9 (A.B.S.)	
Assumed 1.9 persons per dwelling in 2038	

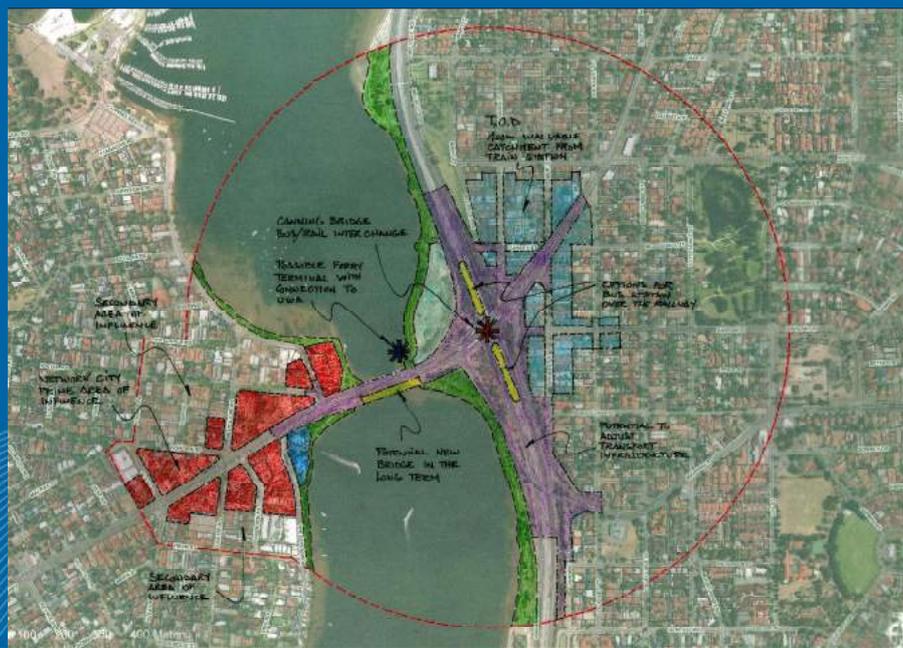


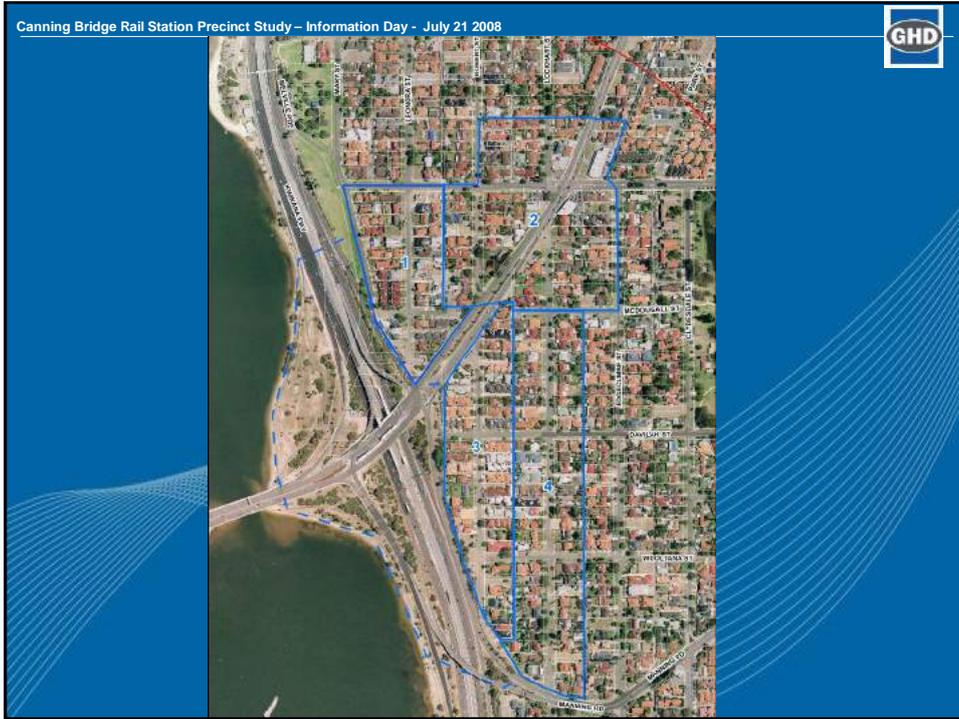
GROWTH SCENARIOS



INFRASTRUCTURE IMPROVEMENTS POSSIBILITIES









Appendix D
Council Briefing PowerPoint Presentation

Canning Bridge Rail Station Precinct Study

City of South Perth Community Engagement

11th and 18th August Community Forum outcomes

August 27th 2008

Who drives this study?

The City of South Perth is working in partnership with the Western Australian Planning Commission and the City of Melville in a planning study of the Canning Bridge Rail Station Precinct

What is the Purpose of this Study ?

To support the Canning Bridge Rail Station Precinct Study

- To support the Study Area as an Activity Centre, within the context of *Network City* and surrounding activity centres, being developed in accordance with best practice and TOD principles
- To prepare a planning framework for development, and a strategic implementation guide that enables the City of South Perth and other relevant stakeholders and interested parties to make informed decisions about the future use of land within and adjacent to the study area
- To ascertain the communities visions, needs and expectations



The Study Area



Study Program

Stage 1 – Progress to Today

Date	Event	Purpose	Attendees
29 th July 2008 6:30pm	CoSP Council Briefing Session City of South Perth Council Chambers	To brief Council on the job progress to date and to advise on the community engagement approach.	GHD Staff City of South Perth Staff & Councillors
11 th August 2008	Community Engagement Session 1	To brief City of South Perth Canning Bridge Precinct residents on the Canning Bridge Train Station Planning Study and to obtain feedback from residents on issues associated with the precinct and/or ideas for the future of the precinct.	GHD Staff Relevant City of South Perth Staff & Councillors 'Zone A' and 'Zone B' landowners
18 th August 2008	Community Engagement Session 2 (with 'Zone B' landowners only)	To engage with 'Zone B' landowners to advise of proposed long term objectives for the precinct and to obtain feedback from residents on the centre of focus for the precinct.	'Zone B' Residents GHD Staff Relevant City of South Perth Staff & Councillors
27 th August 2008	CoSP Council Briefing Session City of South Perth Council Chambers	To update Council on the job progress to date and to obtain feedback from the Council.	GHD Staff City of South Perth Staff & Councillors



Study Program

Stage 2 – Forward Steps

Date	Event	Purpose	Attendees
1 st September 2008	Community Engagement Session 3	To provide City of South Perth Canning Bridge Precinct residents with an update of the Canning Bridge Train Station Planning Study and to focus on residents ideas for the future of the precinct. This Session should focus more directly at real land use and built form outcomes (rather than principles)	GHD Staff Relevant City of South Perth Staff & Councillors 'Zone A' and 'Zone B' landowners
8 th September 2008	Community Engagement Session 4 (with 'Zone B' landowners only)	To provide 'Zone B' landowners with an update of the Canning Bridge Train Station Planning Study and to focus on residents preferred planning outcomes for the centre of the precinct. This Session should focus more directly at real land use and built form outcomes (rather than principles)	'Zone B' Residents GHD Staff Relevant City of South Perth Staff & Councillors



Community Forum 1 – 11th August

800m from the rail station



Community Forum 1

Objectives:

- To brief City of South Perth Canning Bridge Precinct residents on the Canning Bridge Train Station Planning Study
- To obtain feedback from residents on issues associated with the precinct and/or ideas for the future of the precinct
- To obtain stakeholder input into the precinct planning process through an appropriate engagement program.

Who was invited

- All landowners within 800m of the Rail Station.
- Direct invitation through mail

Attendance

- 93 formal registrations and final attendance of 111 people
- Of the 111 final attendees approximately 80 remained to form into workshop focus groups



Agenda – Forum 1

6:00 – 6:15	Arrival and Refreshments
6:15 – 6:20	Welcome
6:20 – 6:50	GHD Presentation – Background, Study Purpose, Issues and Constraints etc
6:50 – 7:10	Open Questions
7:10 – 7:30	Questionnaire/Survey
7:30 – 7:40	Break
7:40 – 8:20	Focus Groups – Expectations and Visions
8:20 – 8:40	Report on focus group discussions
8:40 – 8:50	Wrap up and final questions
8:50	Thank You and Conclusion



Focus Groups

Table work in groups – 15-20

Each table had a table facilitator and a scribe was chosen

Focus Groups were asked to consider the following key issues/prompts:

Swan River
Public Amenities
Land Uses
Parking
Built Form
Traffic



Key issues raised & discussed in Focus Groups:

Parking

- Significant issue of informal park'n'ride - consider immediate 'fix' of residents permits
- Preferred that no major carpark be built for park and ride
- Limited kiss'n'ride – perhaps away from the station to link with bus services?
- Concerns about vandalism and other problems associated with informal parking
- Shuttle bus idea

Traffic

- Sink the freeway and/or Canning Bridge/Highway
- Need a south bound entry from Manning Road and north bound entry from Canning Highway
- Need better pedestrian crossings (everywhere)
- Bike lanes need to be maintained for bikes – not for parking.
- Need to consider traffic calming/management for new precinct users

Built Form

- Would like to maintain low rise – 2-3 storeys maximum (one group said 4)
- Would like to see some small commercial uses – cafes, local shops – nothing too out of the character of the area
- Increased density should blend in with the landscape and be a high quality



Key issues raised & discussed in Focus Groups:

Land Use

- Protect the current residential character – Create a 'hamlet' feel
- Maintain current open space areas (particularly Oliver Reserve)
- Cafes, art, restaurants (not fast food) – alfresco areas near the train station
- Improve existing community facilities

Look and Feel

- Any change should enhance the existing character of the place
- Maintain trees through the precinct (private properties too?)
- Develop consistent planning rules to maintain quality
- Bus/rail station is terrible and needs improvement
- Improve landscaping and POS areas

Safety and security

- Very low level of safety for pedestrians and residents – needs improved lighting, graffiti removal, better pedestrian access – especially the train station
- Need to improve safety – increased patrols, CCTV etc
- Fear that increased density will increase crime

Other Comments

- Latest technology – better facilities and better design. Use bus system to support



Community Forum 2 – 18th August 400m from the rail station



Community Forum 2

Objectives:

- To provide feedback on the questionnaire (distributed 11 August)
- To raise awareness of the precinct's past and projected growth
- To obtain stakeholder input to the draft precinct plan through an appropriate engagement program

Who was invited

- All landowners within 400m of the Rail Station.
- Direct invitation through mail

Attendance

- 48 formal registrations and final attendance of 47 people
- Of the 48 final attendees the majority of the attendees remained to form into workshop focus groups



Agenda – Forum 2

6:00 – 6:15	Arrival and Refreshments
6:15 – 6:20	Welcome
6:20 – 6:50	GHD Presentation – Background, Study Purpose, Issues and Constraints and Survey Outcomes etc
6:50 – 7:10	Open Questions
7:10 – 7:30	Break
7:30 – 8:30	Focus Groups
8:30 – 8:50	Report on focus group discussions
8:50	Thank You and Conclusion



Survey Outcomes

- Survey distributed personally at the Forum on 11th August and handed back on the same day
- 73 Respondents completed the survey out of a possible 111 attendees
- Responses were received from around the precinct

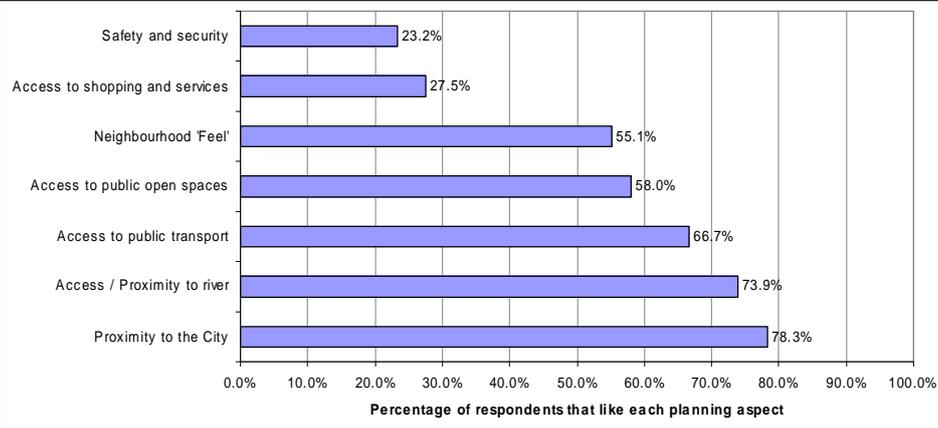


RESULTS OF SURVEY

What do you like about living near the Canning Bridge Rail Station?		
Number of people that did not answer the question	4	out of 73
Response percentage		95.9%
Proximity to the City	54	78.3%
Access / Proximity to river	51	73.9%
Access to public transport	46	66.7%
Access to public open spaces	40	58.0%
Neighborhood 'Feel'	38	55.1%
Access to shopping and services	19	27.5%
Safety and security	16	23.2%



What do you like about living near the Canning Bridge Rail Station?

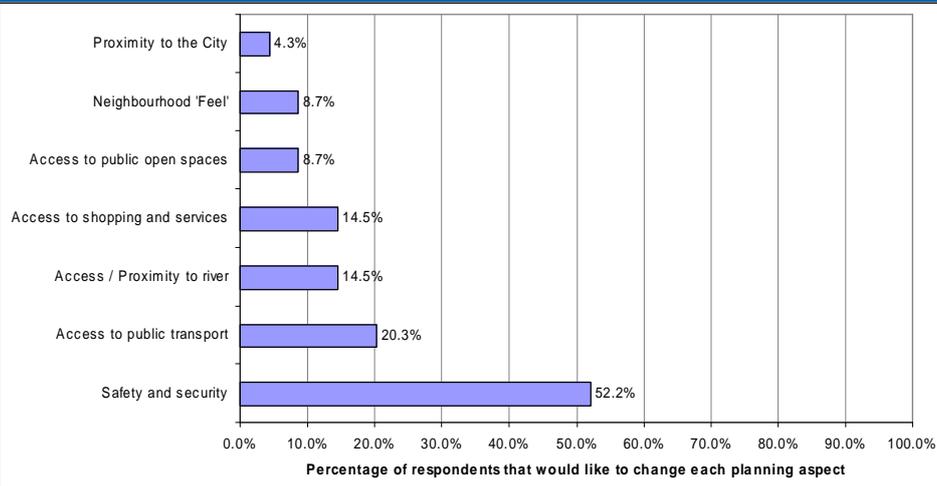


What would you like to change about living near the Canning Bridge Rail Station?

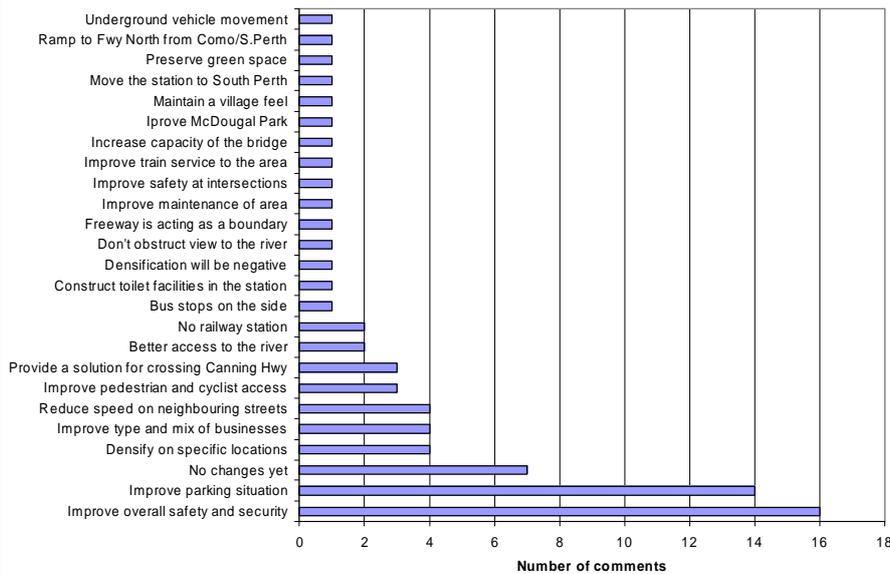
Number of people that did not answer the question	24	out of 73
Response percentage	68.5%	
Safety and security	36	52.2%
Access to public transport	14	20.3%
Access / Proximity to river	10	14.5%
Access to shopping and services	10	14.5%
Access to public open spaces	6	8.7%
Neighbourhood 'Feel'	6	8.7%
Proximity to the City	3	4.3%



What would you like to change about living near the Canning Bridge Rail Station?



Suggested Improvement to the Canning Bridge Rail Precinct

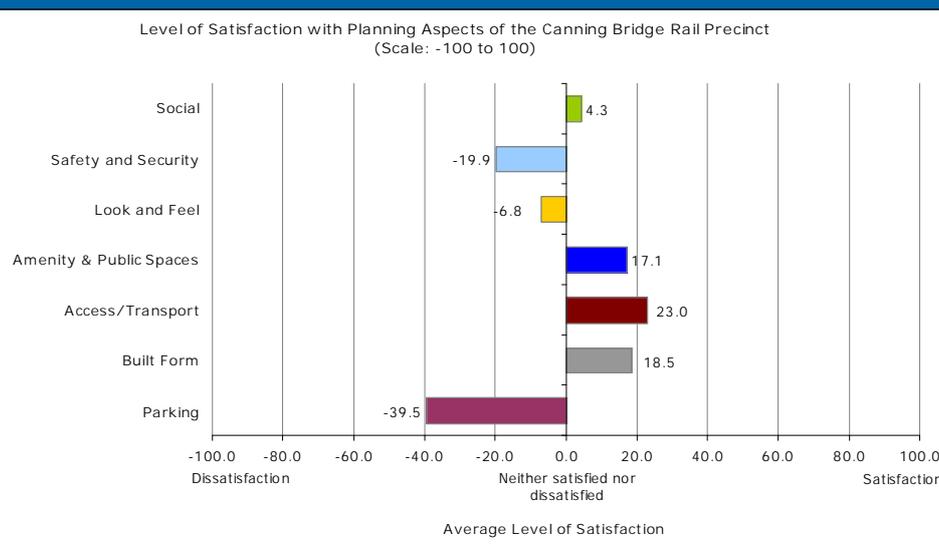




Suggested changes or improvements	Number of comments
Improve overall safety and security	16
Improve parking situation	14
No changes yet (South Perth ?)	7
Higher Density on specific locations	4
Improve type and mix of businesses	4
Reduce speed on neighbouring streets	4
Improve pedestrian and cyclist access	3
Provide a solution for crossing Canning Hwy	3
Better access to the river	2



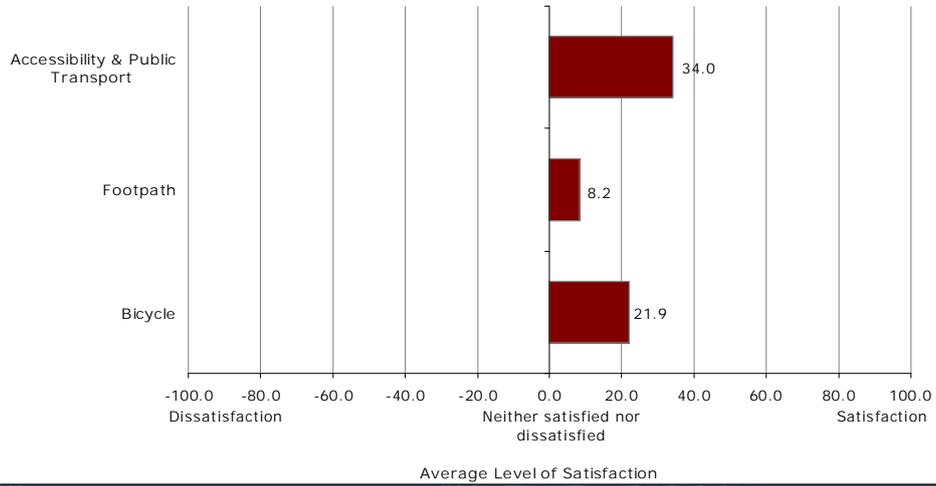
PLANNING ASPECT



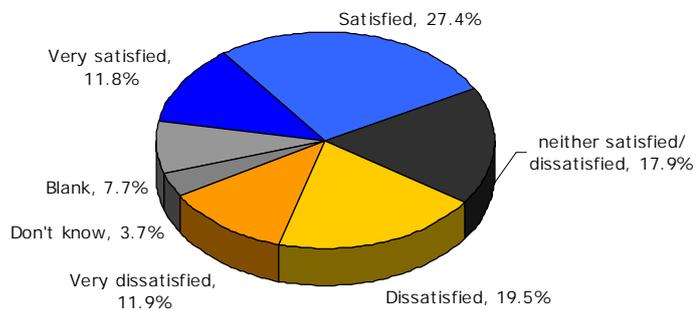


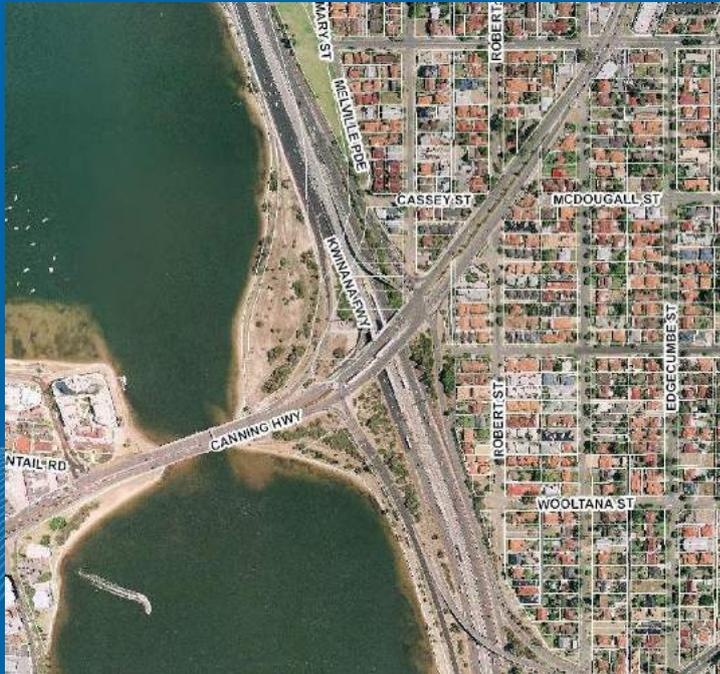
TRANSPORT ASPECT

Detailed Analysis on the Transport Aspect of the Canning Bridge Rail Precinct
(Scale: -100 to 100)



Overall levels of satisfaction with planning & transport aspects of the Canning Bridge Rail Precinct





Canning Bridge Rail Station Precinct Study – South Perth Community Engagement Forums

GHD

DENSITIES	Current Zoning		
	2008		
	400m	400 - 800m	Total
Initial Dwellings (Number of lots with 1 house)	109	290	399
Average Block Area (m ²)	1100	1121	
Total Developable Area (ha)	11.9	32.5	44.4
No. Unchanged Blocks	43	141	184
No. of Changed Blocks	66	149	215
Resulting Dwellings from changed blocks	171	496	667
Total Dwellings	214	637	851
Total Population (1.9p/dwelling)	406	1210	1616
Population/Ha	46.7	50.9	49.8
Initial Density	R9	R9	
Current Density	R18	R20	
Potential Total Dwellings	511	940	1451
Average Permissible R Code	R33	R29	

Canning Bridge Rail Station Precinct Study – South Perth Community Engagement Forums

GHD

GROWTH SCENARIOS

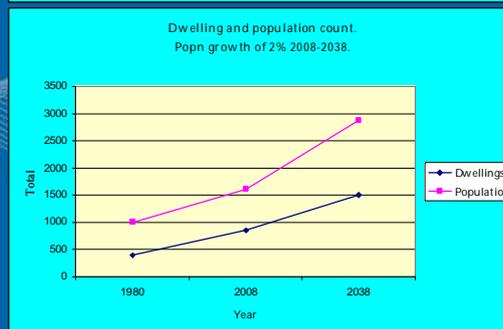
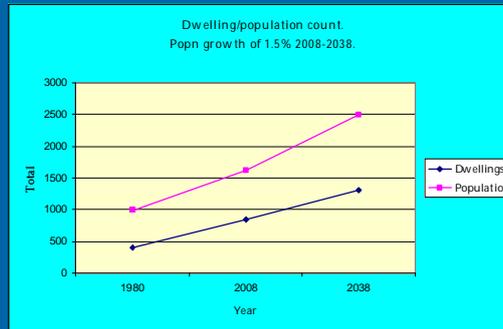
1.5% pop incr per year from 2008-2038	1980	2008	2038
Dwellings	399	851	1310
Population	997	1616	2489

2% pop incr per year from 2008-2038	1980	2008	2038
Dwellings	399	851	1510
Population	997	1616	2869

Assumed 1980 population was 2.5 persons per dwelling	
2008 persons per dwelling is 1.9 (A.B.S.)	
Assumed 1.9 persons per dwelling in 2038	



GROWTH SCENARIOS



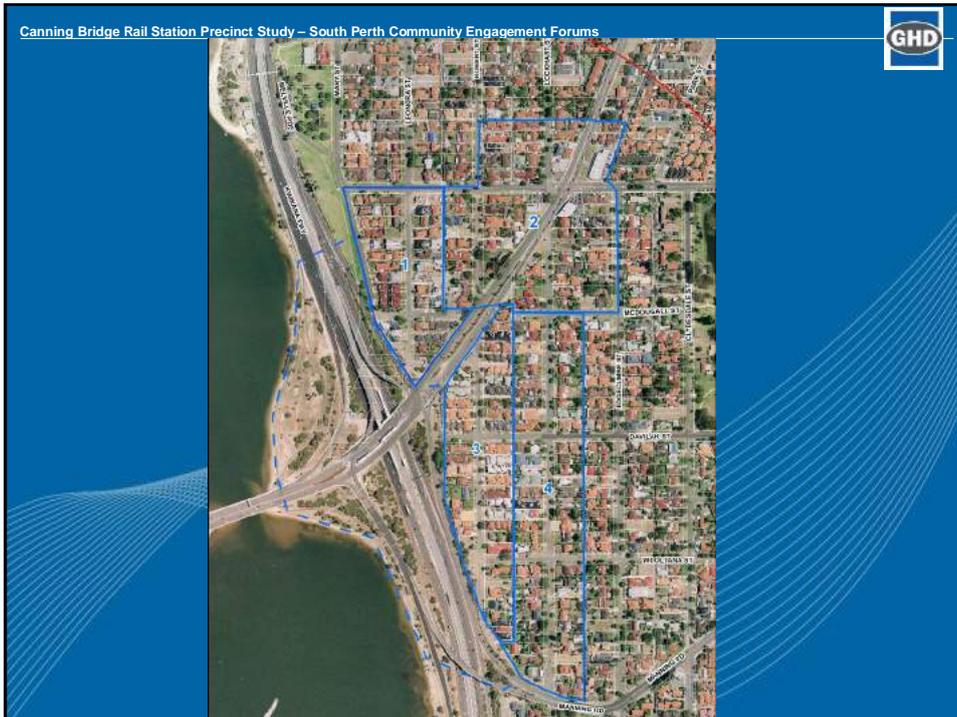
Focus Groups

Table work in groups – 10-15

Each table had a table facilitator and a scribe was chosen

Focus Groups were asked to consider the following key issues/prompts *for their area*:

- Parking
- Built Form
- Traffic
- Land Uses
- Swan River
- Public Amenities



Key issues raised & discussed in Focus Groups:

Precinct 1 & 2

Parking

- Perhaps use empty blocks within the precinct for a short time?
- Develop a policy for parking – resident parking policy – or no parking at all to discourage parking
- No parking on the foreshore (north of bridge)

Traffic

- Shuttle buses from outside the precinct to re-distribute parking needs
- Need traffic management devices to manage speed and 'hooning'
- Create a ring road to remove traffic congestion from the intersection – not too high that it will impact the views
- Manning Road freeway south access
- Create overpass or underpass pedestrian access



Key issues raised & discussed in Focus Groups:

Precinct 1 & 2

Built Form

- No high rise development and no commercial development (1 table)
- Some commercial, cafes, 2-3 storey development with business downstairs
- Appropriate commercial uses only – no fast food etc

Land Use

- Mostly residential, minimal commercial/mixed use
- Manage growth in the area – carefully plan

Look and feel

- Increase safety – patrols, CCTV etc
- More street lighting required
- Encourage improvement of streets and residential properties – planting of trees etc
- Provide rubbish bins
- Improve the rail station area – much in need of a facelift



Key issues raised & discussed in Focus Groups:

Precinct 1 & 2

Safety and Security

- Improve the intersection – this is a potential black spot (a matter of time)
- Improve pedestrian access across the intersection and to the station
- Need to provide appropriate kiss'n'ride to stop the informal (dangerous) kiss'n'ride occurring
- Limited high rise/flats

Other

- Support for jetties, cafes, toilets etc on foreshore
- Improve foreshore area



Key issues raised & discussed in Focus Groups:

Precinct 3

Parking

- No large public car parks
- Consider parking limits
- Manage kiss'n'ride

Traffic

- No pedestrian tunnels – unsafe. But must improve pedestrian access
- Consider tunneling the major roads

Built Form

- Limit height to 2 storey – not too dense, but plan appropriately

Land Use

- No commercial development – maintain residential development only
- Retain open space
- Consider using open space on foreshore for kiss'n'ride



Key issues raised & discussed in Focus Groups:

Precinct 3

Look and Feel

- The rail station is an eyesore!
- Needs maintenance and improvement – manage rubbish and graffiti

Safety and Security

- Needs improved lighting
- Increased patrols to manage vandalism
- Improved cleaning of the area

Other

- No security at the station
- Difficult to access information about the rail service
- The station is hard for casual users



Key issues raised & discussed in Focus Groups:

Precinct 4

Parking

- Commuter parking is a major problem
- Establish a shuttle service

Traffic

- Access to the station is terrible – lights are not synchronised
- Pedestrian access needs to be improved
- Construct Manning Rd and Canning Hwy on ramps going south/north respectively
- Improve existing clash between Canning Hwy on ramp and Manning Rd off ramp

Built Form

- Deck the freeway with landscaping and perhaps include kiss'n'ride, taxi bays etc

Land Use

- No commercial near the station
- Develop a café near McDougall Park
- Convenience stores perhaps introduced at the old telecom exchange site



Key issues raised & discussed in Focus Groups:

Precinct 4

Look and Feel

- Landscape improvement and better pedestrian access to the parkland between the freeway and the river is required, perhaps a community project?
- Consideration should be given to reclaim land along the river south of the Canning Highway to increase parkland in the area
- Improve pedestrian connections to the river

Safety and Security

- Safety and security is the second biggest issue in the precinct –
- CCTV cameras, better landscaping and better lighting required along all pedestrian access routes to the station
- Improvements are required at the end of Davilak St in particular -



INFRASTRUCTURE IMPROVEMENTS POSSIBILITIES





PERTH METRO & PEEL ANTICIPATED GROWTH (DPI)

Approximately 500,000 dwellings required by 2048 (2.5 p. dw.)





SUSTAINABLE GROWTH DISTRIBUTION WITHIN THE EXISTING URBAN ZONED AREAS (DPI)

- Target for entire Perth Metro area is 500,000 new dwellings by 2048
- Network City policy for new dwellings is 60/40, i.e. 60% urban; 40% fringe
- This equates to **300,000** new dwellings required in existing urban areas within the next 40 years.



GROWTH CONTRIBUTION OF THE INNER/MIDDLE LGA'S

2/3 (200,000) of future urban dwellings are expected to be introduced in the inner areas and 1/3 on the outer areas

- Short commuting times
- Numerous activity centres
- Better utilisation of public facilities
- Market appeal





Inner-Middle LGAs	No. of dwellings at 2006 census	% of inner/middle total
Cambridge	9,908	3.2%
Claremont	4,309	1.4%
Cottesloe	3,427	1.1%
East Fremantle	2,997	1.0%
Fremantle	12,673	4.1%
Mosman Park	3,856	1.2%
Nedlands	7,981	2.6%
Peppermint Grove	586	0.2%
South Perth	12,400	6.2%
Subiaco	8,735	2.8%
Victoria Park	14,381	4.6%
Vincent	13,929	4.5%
Bassendean	6,100	2.0%
Bayswater	26,310	8.5%
Belmont	14,519	4.7%
Canning	31,281	10.1%
Melville	38,739	12.5%
Stirling	83,620	27.0%
City of Perth	7,378	2.4%
Total Inner-Middle	309,943	100.0%

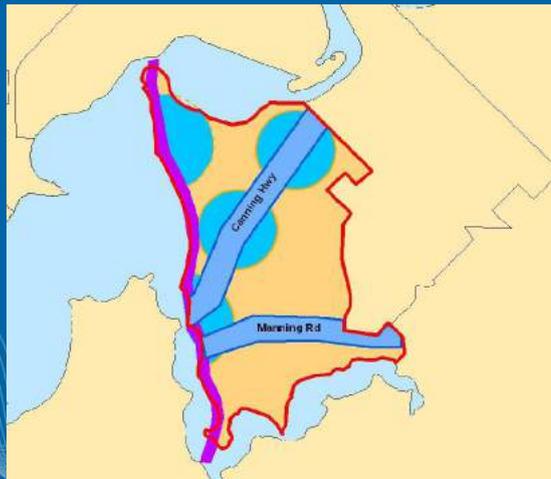
ANTICIPATED DWELLING NUMBERS FOR SOUTH PERTH BASED ON EXISTING DISTRIBUTION

6.2% of 200,000 equals **12,400** new dwellings in South Perth if current dwelling numbers grow consistently across all inner/middle LGAs



The Challenge is to decide where to locate 12,400 new dwellings in South Perth between now and 2048.

Preference is given to areas identified by Network City





WHAT IS THE SITUATION AT CANNING BRIDGE ?



	400m radius from station	400-800m radius from station	Total
Total initial dwellings	109	290	399
Initial density	R9	R9	
Total current dwellings	214	637	851
Current density	R18	R20	
Potential total dwellings	511	940	1451
Average permissible R code	R43	R29	

If the R code is not changed the Canning Bridge Precinct will generate a maximum of **600** dwellings and 11,800 dwellings will have to be found elsewhere in South Perth





Appendix E
Community Forum 3 PowerPoint
Presentation

Canning Bridge Rail Station Precinct Study

City of South Perth Community Engagement

Session 3

1st of September

Who drives this study?

The City of South Perth is working in partnership with the Western Australian Planning Commission and the City of Melville in a planning study of the Canning Bridge Rail Station Precinct

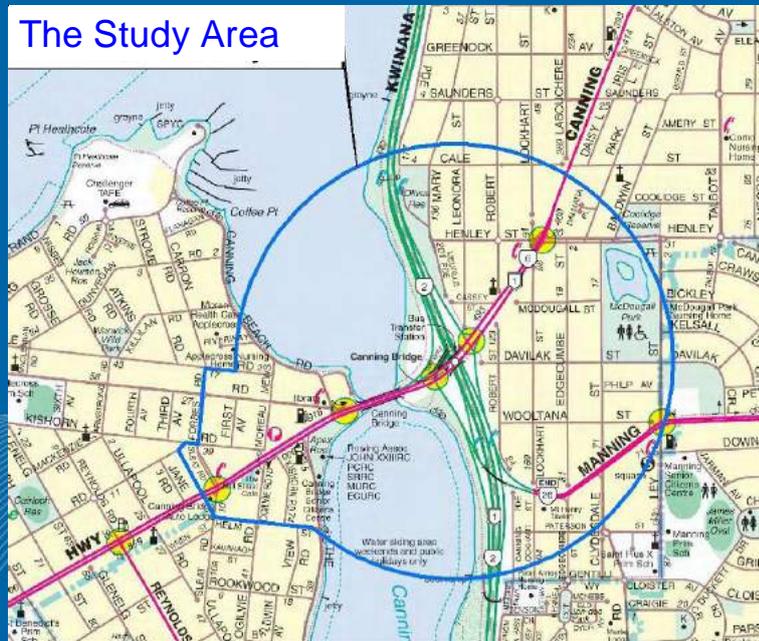
What is the Purpose of this Study ?

To support the Canning Bridge Rail Station Precinct Study

- To support the Study Area as an Activity Centre, within the context of *Network City* and surrounding activity centres, being developed in accordance with best practice and TOD principles
- To prepare a planning framework for development, and a strategic implementation guide that enables the City of South Perth and other relevant stakeholders and interested parties to make informed decisions about the future use of land within and adjacent to the study area
- To ascertain the communities visions, needs and expectations



The Study Area



Study Program

Stage 1 – Progress to Today

Date	Event	Purpose	Attendees
29 th July 2008 6:30pm	CoSP Council Briefing Session City of South Perth Council Chambers	To brief Council on the job progress to date and to advise on the community engagement approach.	GHD Staff City of South Perth Staff & Councillors
11 th August 2008	Community Engagement Session 1	To brief City of South Perth Canning Bridge Precinct residents on the Canning Bridge Train Station Planning Study and to obtain feedback from residents on issues associated with the precinct and/or ideas for the future of the precinct.	GHD Staff Relevant City of South Perth Staff & Councillors 'Zone A' and 'Zone B' landowners
18 th August 2008	Community Engagement Session 2 (with 'Zone B' landowners only)	To engage with 'Zone B' landowners to advise of proposed long term objectives for the precinct and to obtain feedback from residents on the centre of focus for the precinct.	'Zone B' Residents GHD Staff Relevant City of South Perth Staff & Councillors
27 th August 2008	CoSP Council Briefing Session City of South Perth Council Chambers	To update Council on the job progress to date and to obtain feedback from the Council.	GHD Staff City of South Perth Staff & Councillors



Study Program

Stage 2 – Forward Steps

Date	Event	Purpose	Attendees
1 st September 2008 THIS EVENING	Community Engagement Session 3	To provide City of South Perth Canning Bridge Precinct residents with an update of the Canning Bridge Train Station Planning Study and to focus on residents ideas for the future of the precinct. This Session should focus more directly at real land use and built form outcomes (rather than principles)	GHD Staff Relevant City of South Perth Staff & Councillors 'Zone A' and 'Zone B' landowners
8 th September 2008	Community Engagement Session 4 (with 'Zone B' landowners only)	To provide 'Zone B' landowners with an update of the Canning Bridge Train Station Planning Study and to focus on residents preferred planning outcomes for the centre of the precinct. This Session should focus more directly at real land use and built form outcomes (rather than principles)	'Zone B' Residents GHD Staff Relevant City of South Perth Staff & Councillors



11th of August Community Forum 1 - 800m from the rail station

Objectives:

- To brief City of South Perth Canning Bridge Precinct residents on the Canning Bridge Train Station Planning Study
- To obtain feedback from residents on issues associated with the precinct and/or ideas for the future of the precinct
- To obtain stakeholder input into the precinct planning process through an appropriate engagement program.

Who was invited

- All landowners within 800m of the Rail Station.
- Direct invitation through mail

Attendance

- **93 formal registrations** and final attendance of 111 people
- Of the **111 final attendees** approximately 80 remained to form into workshop focus groups



Key issues raised & discussed in Focus Groups:

Parking

- Significant issue of informal park'n'ride - consider immediate 'fix' of residents permits
- Preferred that no major carpark be built for park and ride
- Limited kiss'n'ride – perhaps away from the station to link with bus services?
- Concerns about vandalism and other problems associated with informal parking
- Shuttle bus idea

Traffic

- Sink the freeway and/or Canning Bridge/Highway
- Need a south bound entry from Manning Road and north bound entry from Canning Highway
- Need better pedestrian crossings (everywhere)
- Bike lanes need to be maintained for bikes – not for parking.
- Need to consider traffic calming/management for new precinct users

Built Form

- Would like to maintain low rise – 2-3 storeys maximum (one group said 4)
- Would like to see some small commercial uses – cafes, local shops – nothing too out of the character of the area
- Increased density should blend in with the landscape and be a high quality



Key issues raised & discussed in Focus Groups:

Land Use

- Protect the current residential character – Create a 'hamlet' feel
- Maintain current open space areas (particularly Oliver Reserve)
- Cafes, art, restaurants (not fast food) – alfresco areas near the train station
- Improve existing community facilities

Look and Feel

- Any change should enhance the existing character of the place
- Maintain trees through the precinct (private properties too?)
- Develop consistent planning rules to maintain quality
- Bus/rail station is terrible and needs improvement
- Improve landscaping and POS areas

Safety and security

- Very low level of safety for pedestrians and residents – needs improved lighting, graffiti removal, better pedestrian access – especially the train station
- Need to improve safety – increased patrols, CCTV etc
- Fear that increased density will increase crime

Other Comments

- Latest technology – better facilities and better design. Use bus system to support



18th of August

Community Forum 2 – 800m from the rail station

Objectives:

- To provide feedback on the questionnaire (distributed 11 August)
- To raise awareness of the precinct's past and projected growth
- To obtain stakeholder input to the draft precinct plan through an appropriate engagement program

Who was invited

- All landowners within 400m of the Rail Station.
- Direct invitation through mail

Attendance

- 48 formal registrations and final attendance of 48 people
- Of the **48 final attendees** the majority of the attendees remained to form into workshop focus groups

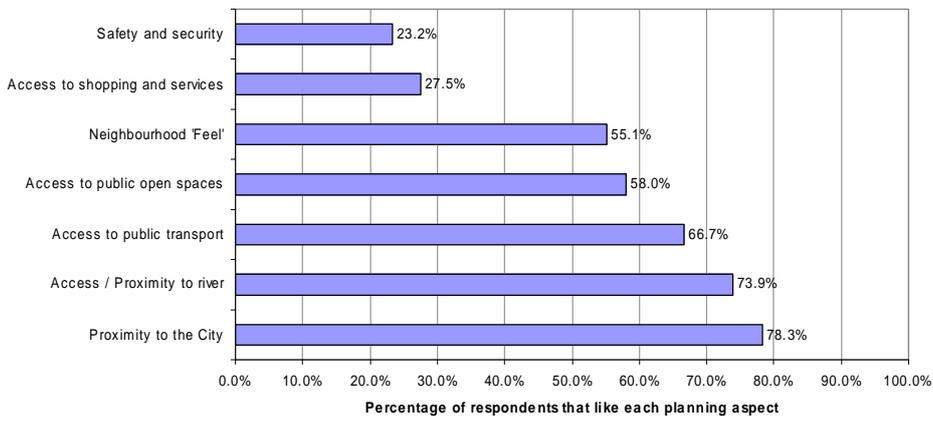


Survey Outcomes

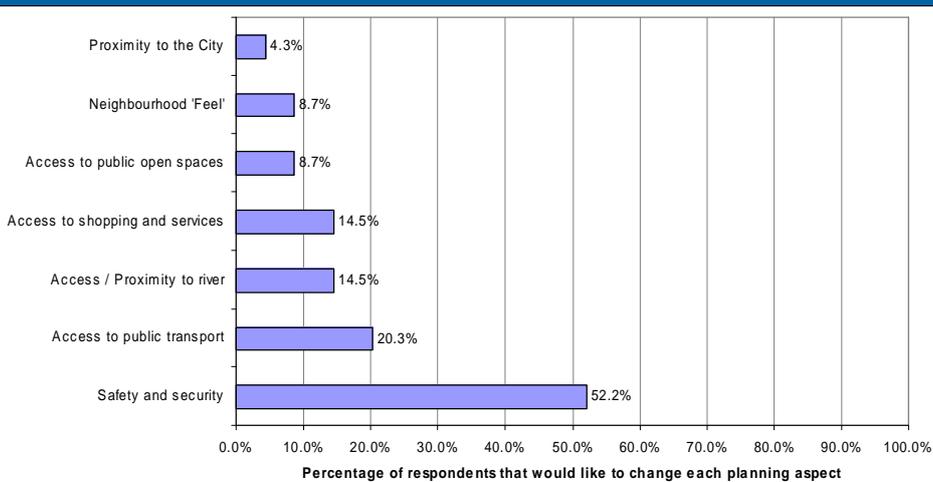
- Survey distributed personally at the Forum on 11th August and handed back on the same day
- **73 Respondents** completed the survey out of a possible 111 attendees
- Responses were received from around the precinct

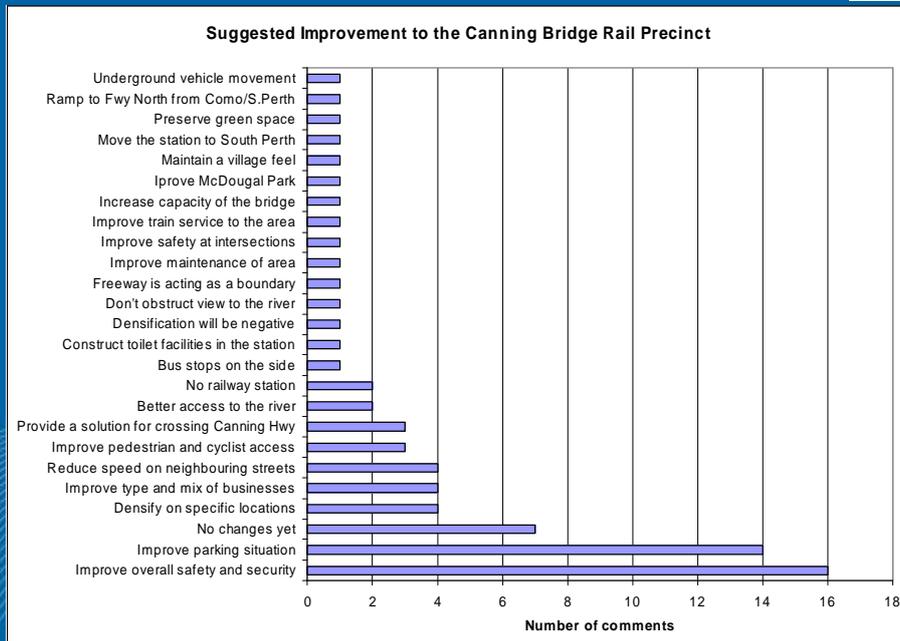


What do you like about living near the Canning Bridge Rail Station?



What would you like to change about living near the Canning Bridge Rail Station?



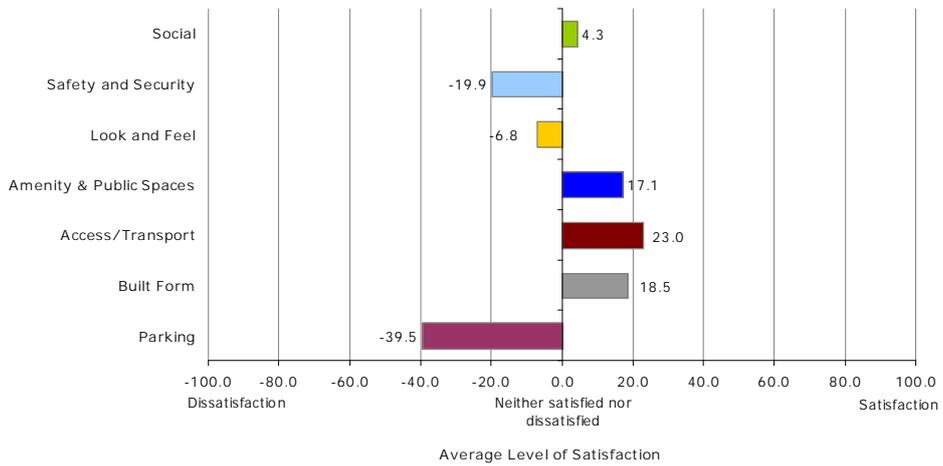


Suggested changes or improvements	Number of comments
Improve overall safety and security	16
Improve parking situation	14
No changes yet (South Perth ?)	7
Higher Density on specific locations	4
Improve type and mix of businesses	4
Reduce speed on neighbouring streets	4
Improve pedestrian and cyclist access	3
Provide a solution for crossing Canning Hwy	3
Better access to the river	2



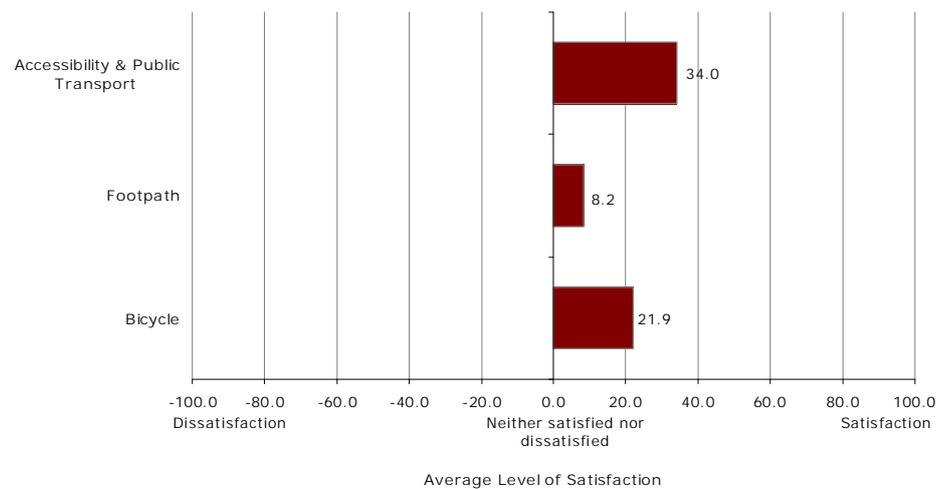
PLANNING ASPECT

Level of Satisfaction with Planning Aspects of the Canning Bridge Rail Precinct
(Scale: -100 to 100)



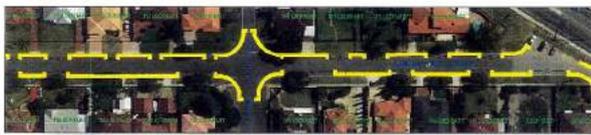
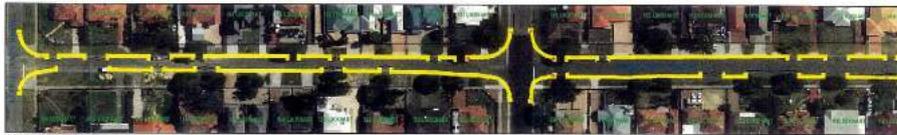
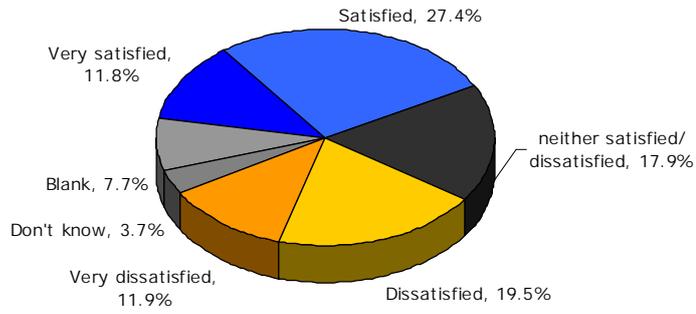
TRANSPORT ASPECT

Detailed Analysis on the Transport Aspect of the Canning Bridge Rail Precinct
(Scale: -100 to 100)





Overall levels of satisfaction with planning & transport aspects of the Canning Bridge Rail Precinct



NUMBER OF AVAILABLE PARKING BAYS	TOTAL
ROBERT STREET	32
LOCKHART STREET	64
DAVILAK STREET (ROBERT - LOCKHART)	18
DAVILAK STREET (LOCKHART - EDGECLIFFE ST)	23





NUMBER OF OFFENCES
COMO – Canning Bridge area
 As at 20 August 2008

Street	last 6 months March – Aug '08	Previous 6 months Sep '07 – Feb '08	Difference
Henley	13	19	- 6
Leonora	15	5	10
Cassey	1	3	- 2
Davilak	5	8	- 3
Wooltana	3	9	- 6
Lockhart	19	14	5
Edgecumbe	9	10	- 1
Clydesdale	16	15	1
TOTAL	81	83	- 2





Key issues raised & discussed in **Precinct 1 & 2** Focus Group:

Parking

- Perhaps use empty blocks within the precinct for a short time?
- Develop a policy for parking – resident parking policy – or no parking at all to discourage parking
- No parking on the foreshore (north of bridge)

Traffic

- Shuttle buses from outside the precinct to re-distribute parking needs
- Need traffic management devices to manage speed and 'hooning'
- Create a ring road to remove traffic congestion from the intersection – not too high that it will impact the views
- Manning Road freeway south access
- Create overpass or underpass pedestrian access



Key issues raised & discussed in **Precinct 1 & 2** Focus Group:

Built Form

- No high rise development and no commercial development (1 table)
- Some commercial, cafes, 2-3 storey development with business downstairs
- Appropriate commercial uses only – no fast food etc

Land Use

- Mostly residential, minimal commercial/mixed use
- Manage growth in the area – carefully plan

Look and feel

- Increase safety – patrols, CCTV etc
- More street lighting required
- Encourage improvement of streets and residential properties – planting of trees etc
- Provide rubbish bins
- Improve the rail station area – much in need of a facelift



Key issues raised & discussed in **Precinct 1 & 2** Focus Group:

Safety and Security

- Improve the intersection – this is a potential black spot (a matter of time)
- Improve pedestrian access across the intersection and to the station
- Need to provide appropriate kiss'n'ride to stop the informal (dangerous) kiss'n'ride occurring
- Limited high rise/flats

Other

- Support for jetties, cafes, toilets etc on foreshore
- Improve foreshore area



Key issues raised & discussed in **Precinct 3** Focus Group:

Parking

- No large public car parks
- Consider parking limits
- Manage kiss'n'ride

Traffic

- No pedestrian tunnels – unsafe. But must improve pedestrian access
- Consider tunneling the major roads

Bulk Form

- Limit height to 2 storey – not too dense, but plan appropriately

Land Use

- No commercial development – maintain residential development only
- Retain open space
- Consider using open space on foreshore for kiss'n'ride



Key issues raised & discussed in **Precinct 3** Focus Group:

Look and Feel

- The rail station is an eyesore!
- Needs maintenance and improvement – manage rubbish and graffiti

Safety and Security

- Needs improved lighting
- Increased patrols to manage vandalism
- Improved cleaning of the area

Other

- No security at the station
- Difficult to access information about the rail service
- The station is hard for casual users



Key issues raised & discussed in **Precinct 4** Focus Group:

Parking

- Commuter parking is a major problem
- Establish a shuttle service

Traffic

- Access to the station is terrible – lights are not synchronised
- Pedestrian access needs to be improved
- Construct Manning Rd and Canning Hwy on ramps going south/north respectively
- Improve existing clash between Canning Hwy on ramp and Manning Rd off ramp

Built Form

- Deck the freeway with landscaping and perhaps include kiss'n'ride, taxi bays etc

Land Use

- No commercial near the station
- Develop a café near McDougall Park
- Convenience stores perhaps introduced at the old telecom exchange site



PERTH METRO & PEEL ANTICIPATED GROWTH (DPI) Approximately 500,000 dwellings required by 2048 (2.5 p. dw.)



SUSTAINABLE GROWTH DISTRIBUTION WITHIN THE EXISTING URBAN ZONED AREAS

- Target for entire Perth Metro area is 500,000 new dwellings by 2048
- Network City policy for new dwellings is 60/40, i.e. 60% urban; 40% fringe
- This equates to **300,000** new dwellings required in existing urban areas within the next 40 years.

GROWTH CONTRIBUTION OF THE INNER/MIDDLE LGA'S

2/3 (200,000) of future urban dwellings are expected to be introduced in the inner areas and 1/3 on the outer areas

- Short commuting times
- Numerous activity centres
- Better utilisation of public facilities
- Market appeal



If the City of South Perth maintains its current ratio of dwellings compared to the other Inner Local Government Areas,
How many dwellings will need to be established in South Perth by 2048 ?



Inner-Middle LGAs	No. of dwellings at 2006 census	% of Inner/middle total
Cambridge	9,908	3.2%
Claremont	4,309	1.4%
Cottesloe	3,427	1.1%
East Fremantle	2,997	1.0%
Fremantle	12,673	4.1%
Mosman Park	3,856	1.2%
Nedlands	7,981	2.6%
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Bassendean	6,100	2.0%
Bayswater	26,310	8.5%
Belmont	14,519	4.7%
Canning	31,281	10.1%
Melville	38,739	12.5%
Stirling	83,620	27.0%
City of Perth	7,378	2.4%
Total Inner-Middle	309,943	100.0%

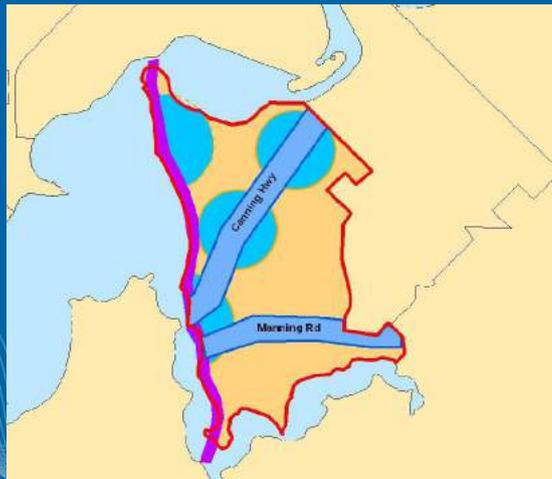
ANTICIPATED DWELLING NUMBERS FOR SOUTH PERTH BASED ON EXISTING DISTRIBUTION

6.2% of 200,000 equals **12,400** new dwellings in South Perth if current dwelling numbers grow consistently across all inner/middle LGAs



The Challenge is to decide where to locate approximately 12,400 new dwellings in South Perth between now and 2048.

Preference is given to areas identified by Network City





WHAT IS THE SITUATION AT CANNING BRIDGE ?



	400m radius from station	400-800m radius from station	Total
Total initial dwellings	109	290	399
Initial density	R9	R9	
Total current dwellings	214	637	851
Current density	R18	R20	
Potential total dwellings	511	940	1451
Average permissible R code	R43	R29	

If the R code is not changed the Canning Bridge Precinct will generate a maximum of **600** dwellings and 11,800 dwellings will have to be found elsewhere in South Perth



Who owns what ?

PRIVATE
SOUTH PERTH
STATE
GOVERNMENT

Telecom tower
Davilak St. footpath
No more than 2 store





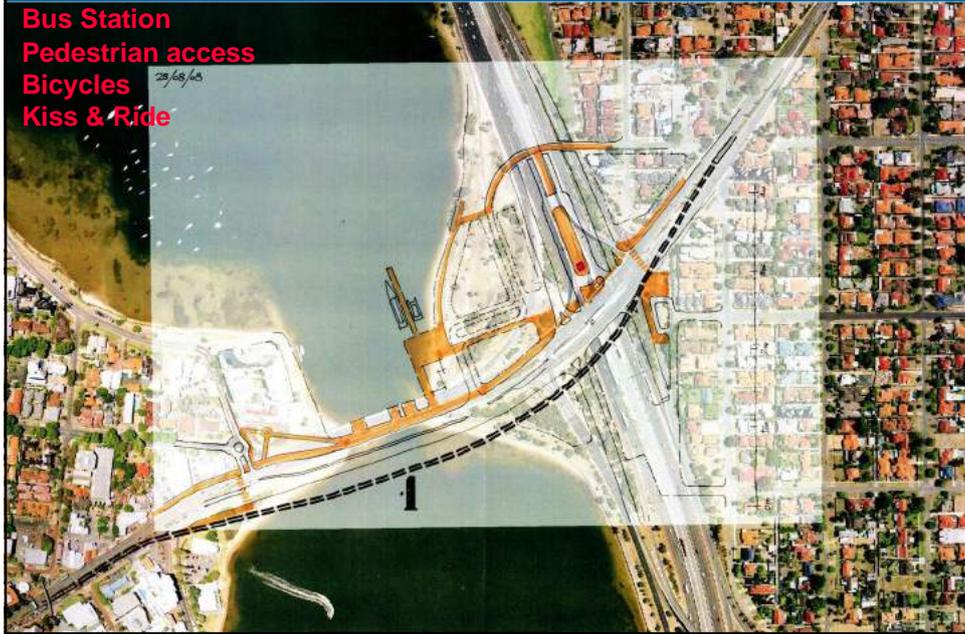
INFRASTRUCTURE IMPROVEMENTS POSSIBILITIES





Infrastructure adjustments ideas & possibilities

- Bus Station**
- Pedestrian access**
- Bicycles**
- Kiss & Ride**



Infrastructure adjustments ideas & possibilities

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Infrastructure adjustments ideas & possibilities

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Appendix F
Community Forum 4 PowerPoint
Presentation

Canning Bridge Rail Station Precinct Study

City of South Perth Community Engagement

Session 4

8th of September

Who drives this study?

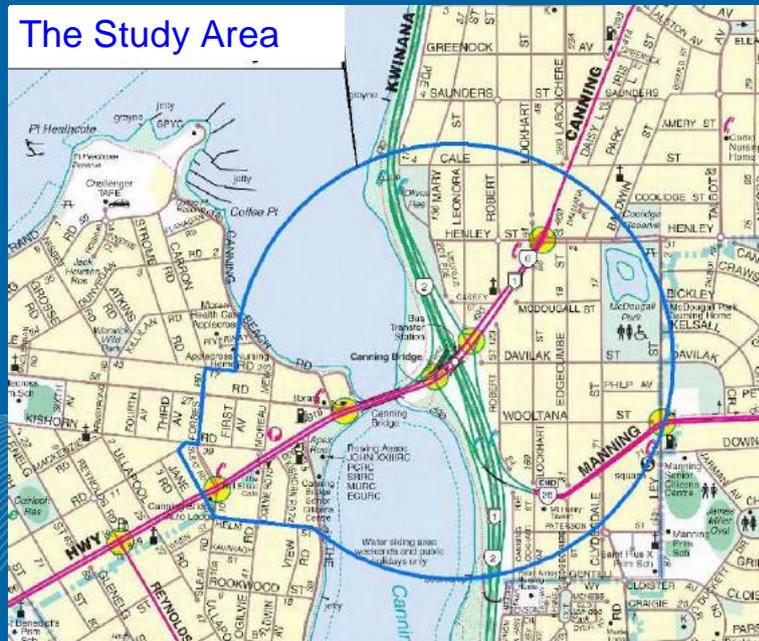
The **City of South Perth** is working in partnership with the **Western Australian Planning Commission** and the **City of Melville** in a planning study of the Canning Bridge Rail Station Precinct

What is the Purpose of this Study ?

- **To support the Canning Bridge Rail Station Precinct Study**
- To support the Study Area as an Activity Centre, within the context of *Network City* and surrounding activity centres, being developed in accordance with best practice and TOD principles
- **To prepare a planning framework for development, and a strategic implementation guide that enables the City of South Perth and other relevant stakeholders and interested parties to make informed decisions about the future use of land within and adjacent to the study area**
- **To ascertain the communities visions, needs and expectations**



The Study Area



Study Program

Stage 1 – Progress to Today

Date	Event	Purpose	Attendees
29 th July 2008 6:30pm	CoSP Council Briefing Session City of South Perth Council Chambers	To brief Council on the job progress to date and to advise on the community engagement approach.	GHD Staff City of South Perth Staff & Councillors
11 th August 2008	Community Engagement Session 1	To brief City of South Perth Canning Bridge Precinct residents on the Canning Bridge Train Station Planning Study and to obtain feedback from residents on issues associated with the precinct and/or ideas for the future of the precinct.	GHD Staff Relevant City of South Perth Staff & Councillors 'Zone A' and 'Zone B' landowners
18 th August 2008	Community Engagement Session 2 (with 'Zone B' landowners only)	To engage with 'Zone B' landowners to advise of proposed long term objectives for the precinct and to obtain feedback from residents on the centre of focus for the precinct.	'Zone B' Residents GHD Staff Relevant City of South Perth Staff & Councillors
27 th August 2008	CoSP Council Briefing Session City of South Perth Council Chambers	To update Council on the job progress to date and to obtain feedback from the Council.	GHD Staff City of South Perth Staff & Councillors



Study Program

Stage 2 – Forward Steps

Date	Event	Purpose	Attendees
1 st September 2008	Community Engagement Session 3	To provide City of South Perth Canning Bridge Precinct residents with an update of the Canning Bridge Train Station Planning Study and to focus on residents ideas for the future of the precinct. This Session should focus more directly at real land use and built form outcomes (rather than principles)	GHD Staff Relevant City of South Perth Staff & Councillors 'Zone A' and 'Zone B' landowners
8 th September 2008 THIS EVENING	Community Engagement Session 4 (with 'Zone B' landowners only)	To provide 'Zone B' landowners with an update of the Canning Bridge Train Station Planning Study and to focus on residents preferred planning outcomes for the centre of the precinct. This Session should focus more directly at real land use and built form outcomes (rather than principles)	'Zone B' Residents GHD Staff Relevant City of South Perth Staff & Councillors



1st of September

Community Forum 3 - 800m from the rail station

Objectives:

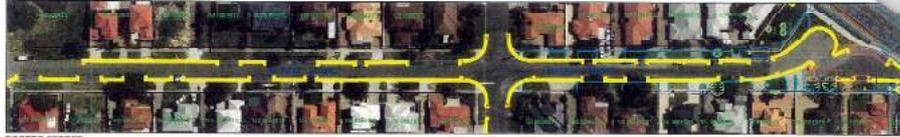
- To brief City of South Perth Canning Bridge Precinct residents on the Canning Bridge Train Station Planning Study
- To obtain feedback from residents on issues associated future dwelling growth in South Perth and the Canning Bridge area in particular
- To discuss road infrastructure ideas and public transport improvements possibilities through the analysis of 3 scenarios (focus groups)
- Update on parking and precinct security issues (James best)

Who was invited

- All landowners within 800m of the Rail Station.
- Direct invitation through mail

Attendance

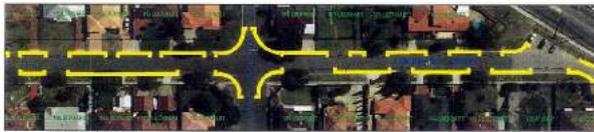
- 48 formal registrations and final attendance of 64 people
- Of the 64 final attendees approximately 33 remained to form into workshop focus groups



ROBERT STREET



LOCKHART STREET



LOCKHART STREET continued...



LOCALITY PLAN

NUMBER OF AVAILABLE PARKING BAYS	
ROBERT STREET	32
LOCKHART STREET	64
DAVILAK STREET (ROBERT - LOCKHART)	18
DAVILAK STREET (LOCKHART - EDGECLIFFE ST)	23



DAVILAK STREET (ROBERT ST to EDGECLIFFE ST)

SOUTH PERTH COUNCIL
 PROJECT NO: 10-000-0000-0000-0000
 DATE: 10/10/2010

PROJECT NO	10-000-0000-0000-0000
DATE	10/10/2010
SCALE	1:1000
PROJECT NAME	CANNING BRIDGE TRAIN STATION SOUTH PERTH
PROJECT NO	3712-DP

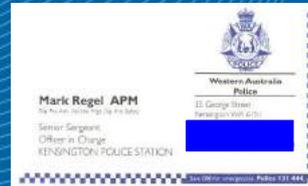
SOUTH PERTH COUNCIL
 CANNING BRIDGE TRAIN STATION
 SOUTH PERTH
 SOUTH PERTH COUNCIL
 3712-DP





NUMBER OF OFFENCES
COMO – Canning Bridge area
 As at 28 August 2008

Street	last 6 months March – Aug '08	Previous 6 months Sep '07 – Feb '08	Difference
Henley	13	19	- 6
Leonora	15	5	10
Cassey	1	3	- 2
Davilak	5	8	- 3
Wooltana	3	9	- 6
Lockhart	19	14	5
Edgumbe	9	10	- 1
Clydesdale	16	15	1
TOTAL	81	83	- 2



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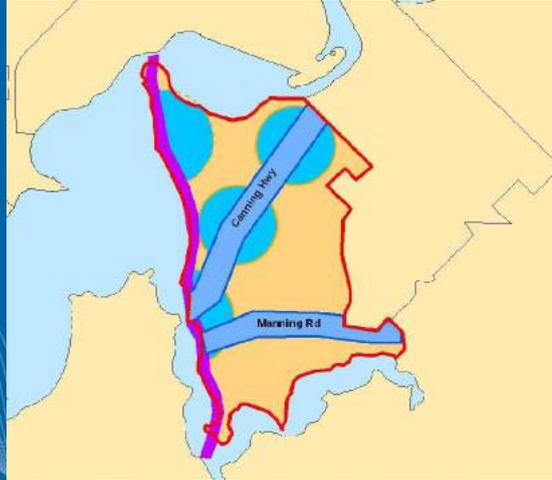
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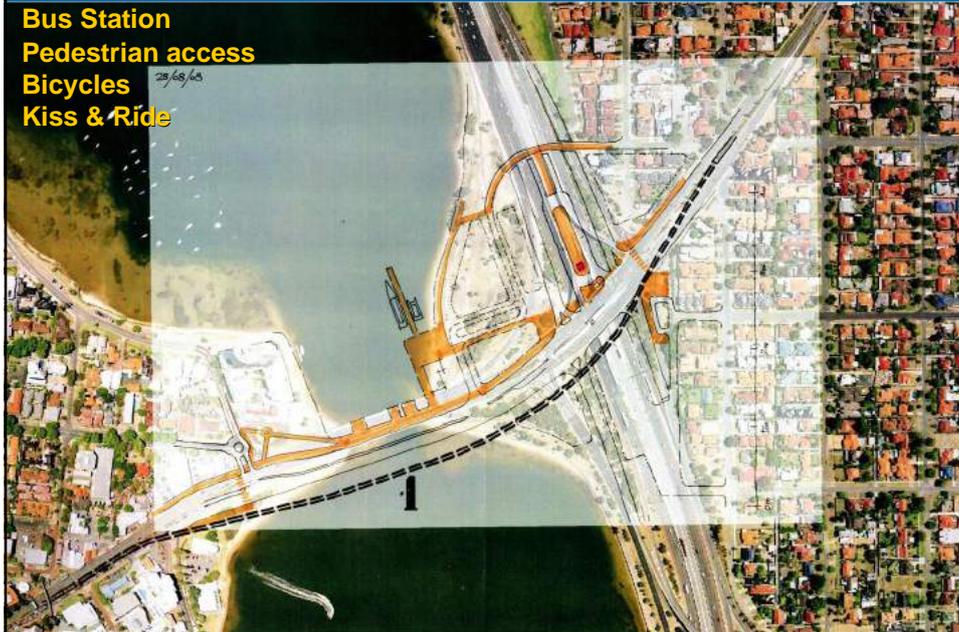
If the R code is not changed the Canning Bridge Precinct will generate a maximum of **600** dwellings and 11,800 dwellings will have to be found elsewhere in South Perth

How can we improve the infrastructure situation ?



Infrastructure adjustments ideas & possibilities

Bus Station
Pedestrian access
Bicycles
Kiss & Ride



Key issues raised & discussed in Focus Groups:

Scenario 1

Kiss & Ride Parking

- Kiss and ride parking at the end of Davilak Street will introduce additional traffic for local residents. This facility would be better located west of the freeway near the proposed ferry terminal.

Traffic

- Like the idea of the tunnel taking the Canning highway through traffic
- The new Canning Highway westbound to City onramp is considered as beneficial, this movement is currently not available
- Like the more compact freeway ramps further away from the residential areas

Land Use

- The land between the proposed ferry terminal and the freeway should be developed with multistorey buildings with a mix of commercial and residential use and undercroft parking
- Good use of the river foreshore – shops/cafes etc

Pedestrian access to the station

- Segregation between vehicle and pedestrian traffic in the vicinity of the rail/bus interchange should be considered

Infrastructure adjustments ideas & possibilities



Key issues raised & discussed in Focus Groups:

Scenario 2

Traffic

- Like the idea of duplicating the bridge over the freeway to increase capacity of the Canning Highway/Freeway intersection
- The Manning Road/Canning Highway road connections should be redesigned as one intersection
- Traffic fumes at the Canning Highway/Freeway intersection are impacting on adjacent residential properties who cannot operate air conditioning units adequately

Land Use

- A new marina for pleasure craft should be introduced in the plan either north of the Raffles development or south of the sea scout facility
- PTA's low frequency pulsation radiation antenna to manage train movements are considered by local residents as unsafe

Pedestrian access to the station

- Long pedestrian tunnels feared for security – may be improved by lighting and opening



Canning Bridge Rail Station Precinct Study – South Perth Community Engagement Forums – Session 4

Key issues raised & discussed in Focus Groups:

Scenario 3

Traffic

- Like the segregation between the Freeway to Manning Road off-ramp and the Canning Highway to freeway south on-ramp
- The two way Manning Road connection onto the rotary should be build as a bridge to minimise its impact on the river
- Like the idea of the rotary
- The roundabout is nice looking but concerned about the potential complication/confusion.

Pedestrian access to the station

- The total segregation between pedestrian movements and vehicles offered with the raised rotary is considered as a significant improvement over scenarios 1 and 2
- The “pedestrian rotary” should be extended all around to increase accessibility for South Perth pedestrian living north of the Canning Highway

Land Use

- The space available beneath the rotary should be used to house specific amenities such as safe bicycle parking, public toilets, showers, small shops, public transport information kiosk etc...



Key issues raised & discussed in Focus Groups:

Scenario 3 (continued)

Land Use

- The rotary requires more land and may compete with potential land uses between the freeway and the river
- Support the separated levels – keep the views of the river

Kiss & Ride Parking

- The kiss and ride parking at the end of Davilak Street is not supported and the alternative near the ferry terminal is preferred provided that its access from the rotary is adequately designed



Comments applicable to the 3 Scenarios

- Davilak cul-de-sac and kiss and ride area – no way for this idea – will bring more cars into the residential roads – prefer kiss and ride on river edge north of canning hwy
- Tunnel is a good idea
- Support any option which includes Freeway entry north from Canning Hwy and entry south from Manning Rd
- Pedestrian access needs improvement
- Kiss and ride formalised at the end of Davilak Street – perhaps a slip road could take cars from kiss and ride back to canning?
- Bus/rail interchange above the freeway is supported in all scenarios – no preference for which side
- Manning road access south important to relieve traffic
- All have disadvantages for some residents



Comments applicable to the 3 Scenarios

- Suggest pedestrian access from Woollana via footbridge across freeway
- Parking – underground
- Support the ferry
- Support bus station off the bridge – north or south no preference
- Propose the station to go underground – sink the rail
- Propose a mono-rail/shuttle system for the area – shuttle to/from another area
- Multi-storey car park on top of the freeway – supported and rejected!!
- Proper footpath and lighting required – end of Davilak especially
- High rise on foreshore – NO/YES within the group – anything that goes there must provide community access and public facilities
- Jazz up the Canning bridge
- Café's on the foreshore (and we will all go there !...)



Performance based zoning at corner of Labouchere Rd. and Judd St.



What are the options for implementing the precinct plan ?

1. Review of residential densities and scheme amendment
2. Government improves infrastructure and impose Redevelopment Authority
3. South Perth Council adopts Performance based zoning where required

3. Performance Based Zoning are focusing on Development proposal generating community benefits

A relaxation of the existing residential density and planning requirements applicable to the precinct may be achieved by working on a performance based zoning provided that proposed development plans can demonstrate the provision of benefits to the community such as :

Benefits to the Community and or the Municipality

- Controlled **public access to upper levels of buildings** (viewing deck, rooftop garden, restaurant, health studio, club...)
- **Commercial use**, Hotel accommodation and conference facilities
- **Diversity of residential products** (small size units to maintain affordability)
- Provision of affordable 1 bedroom **apartments to a maximum size of 55 m²**
- **Student accommodation**
- Public carpark
- Landscaped public spaces at ground and or podium level
- **Pedestrian connections** through the site
- Enhancement of **view corridors**
- **Exceptional urban design standards**
- **Water and energy efficient buildings**
- Demonstrable commitment to sustainability principles
- **Low overshadowing of adjacent properties** (no more than 50% during mid-winter)
- Street art, arbors, fountain, street furniture
- Well designed and **active street frontages**
- Maintenance of **security** without discouraging pedestrian activity



Mill Point Road River Front



Mill Point Road Streetscape





Focus Group Discussion

- Built Form
- Infrastructure Improvements
- Land Uses
- Implementation/Governance
- Other

Thank you



GHD

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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	S Jeffrey	A Kelderman		H Calmy		Sept 2008



Appendix C

City of Melville Community Engagement Outcomes Report



CLIENTS | PEOPLE | PERFORMANCE



— City of —
Melville

City of Melville

Report for Canning Bridge Rail Station Precinct Study - City of Melville Community Engagement

Community Engagement Outcomes Report

March 2009



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- B Community Survey
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1. Introduction

1.1 Background

Urban rail is experiencing a revival on a worldwide basis. Experience from cities around the world suggest that the provision of modern and efficient suburban electric rail systems provides a positive incentive for development of land in close proximity to stations for a higher density of housing, commercial, office and other relevant urban land uses.

The Western Australian Government recognises that rail is a particularly beneficial form of public transport because it contributes minimal pollutions and provides a fast, efficient and comfortable service for commuters. The Western Australian Government has recently finished construction of a passenger rail line from Perth to Mandurah, which is now in full operation.

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 the nexus of the railway and major east-west bus routes. However, the site for the rail station is highly constrained in a relatively narrow portion of the Kwinana freeway reserve, which limits opportunities for associated urban development in close proximity to the station.

1.2 Broader Context

A Planning Analysis of the Canning Bridge Train Station Precinct has been commissioned jointly by the City of Melville, City of South Perth, the Department for Planning and Infrastructure (DPI) and the Western Australian Planning Commission (WAPC)..

The key focus of the study is to provide an implementation framework to facilitate the development of Transit Oriented Design Principles within the study area.

This study comprises of the following key components:

- » Engagement with key stakeholders to identify issues, opportunities and constraints within the study area;
- » an economic study of the precinct to determine how it operates, which will assist in identifying an optimal land use mix for the precinct;
- » an investigation into improving accessibility within and around the precinct;
- » development of concept plans to facilitate an improvement to the function and amenity of the precinct;
- » identification of capital improvements and funding opportunities; and
- » development of a Planning Framework and Implementation Guide to facilitate a staged approach to improving the function, accessibility and amenity of the precinct.

1.3 Network City

The *Network City: Community Planning Strategy for Perth and Peel* (Network City) was released in September 2004 for public comment. The document was the result of a State Government initiative to



review the existing planning policies and statutory mechanisms that have guided development within the Perth Metropolitan Region and the significant population projections for Perth in the next 25 year period.

Emerging from the review, which involved significant community and stakeholder input, were a number of strategies and priorities that were based on the identified values of sustainability, inclusiveness, innovation and creativity, sense of place and equity.

The precinct planning process should consider the various policy strategies and actions that are outlined in Network City. In particular, the following strategies and actions have been identified as having particular relevance to this project:

- » Developing activity centres at selected locations along activity corridors to support the development of the public transport network with strong centres at the ends of each corridor;
- » Encouraging mixed-use development in activity centres, including higher density residential developments and employment generators, especially where centres are well served by public transport and have high amenity, walkable environments;
- » Plan for local places to develop identity and pride, and to increase social and cultural capital, by engaging the community in decision making;
- » Provide places with distinctive qualities, and with a role and a purpose, that differentiates them within the city;
- » Revitalise existing centres and suburbs by enhancing their amenity and attractiveness, their economic, social and cultural vitality, and their safety and security;
- » Encourage the local mixing of uses, to reduce the overall need for people to travel between their places of residence, employment and recreation; and
- » Build new, and revitalise existing, employment centres.

Network City identifies Canning Bridge as an activity centre along an activity corridor within an older area that may have opportunities to strengthen networks and centres. In this respect, Canning Bridge is a location where a range of activities are encouraged. Employment, retail, living, entertainment, higher education, high level or specialised medical services are a few activities that are encouraged in these precincts under Network City. The general intent along activity corridors is to encourage higher density housing and a mix of uses to facilitate the development of communities serviced by a high level of public transport

1.4 Transit Oriented Design Principles

Transit Oriented Design or TOD can be described as planning for *“moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment, and shopping opportunities designed for pedestrians without excluding motor vehicles whose design and orientation facilitate transit use”*. (Technical Advisory Committee for the “Statewide TOD Study: Factors for Success in California”).

The key elements of TOD are identified below:

- » An integrated and good quality transit system, that combines multiple transport modes;
- » Reduced dependency on cars within the TOD precinct;
- » Moderate to higher residential densities in walking and cycling distance to major transit stops;



- » Mixed uses that include destinations and activities that need to be accessed on a regular basis (live, work, play, shop, civic);
- » Maximise safety to generate a safe night time economy which can backload transit use;
- » High transit trip generating land uses near major transit stop;
- » Creation of a quality sense of place within the public domain;
- » Active street frontages that promote vibrancy and safety with a legible street pattern and robust buildings that may facilitate changing land uses over time.

This study will consider ways in which the above principles of TOD can be effectively and timely delivered to the Canning Bridge Train Station precinct

1.5 Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

The policy 'Planning to Support Transit Use and Transit Oriented Development' (DC 1.6) seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use, and which will achieve the more effective integration of land use and public transport infrastructure.

The following policy measures are applicable to this study and study area:

- » A diversity of lot sizes in subdivisions within transit oriented precincts, matched with a robust street layout, is encouraged as it provides greater flexibility of development options, and enhances the robustness of the urban structure, making it easier for the precinct to evolve over time through a progressive intensification of activities and change to uses that will more effectively support transit use.
- » Continuity of footpaths should be ensured along both sides of the street within transit precincts. Neighbourhood layouts should be planned to avoid pedestrians having to cross major roads, or to traverse or be forced out of their direct way to by-pass other obstacles to access transit facilities.
- » Development should be designed to facilitate access to and enhance the legibility of transit facilities. There may be opportunities for the physical integration of developments with transit infrastructure, incorporating uses that support the station, for example retail uses that will provide services to, and benefit from the custom of transit users.
- » The design of developments, especially in proximity to stations, should be robust, to allow for the use of buildings to change over time, to uses that may be more appropriate to a transit-oriented precinct and supportive of transit use.

DC 1.6 is supported and encouraged by the State in several ways. The implementation of the policy is integral to the process of Town Planning Scheme, Metropolitan Region Scheme, and local planning policy development and review. It is aligned closely with Network City and the principles of TOD development.

- » The policy is also expected to be considered in the determination of development applications for the subdivision, development of land and redevelopment of existing areas within transit oriented localities as identified by the Network City Framework.



2. City of Melville Community Engagement

As part of the early phases of the Planning Analysis of the Canning Bridge Train Station Precinct, the City of Melville recognised that their community required additional engagement on planning matters that affected them within the area. To rectify this, the City of Melville proposed a separate community engagement exercise.

The purpose of this separate community engagement exercise was:

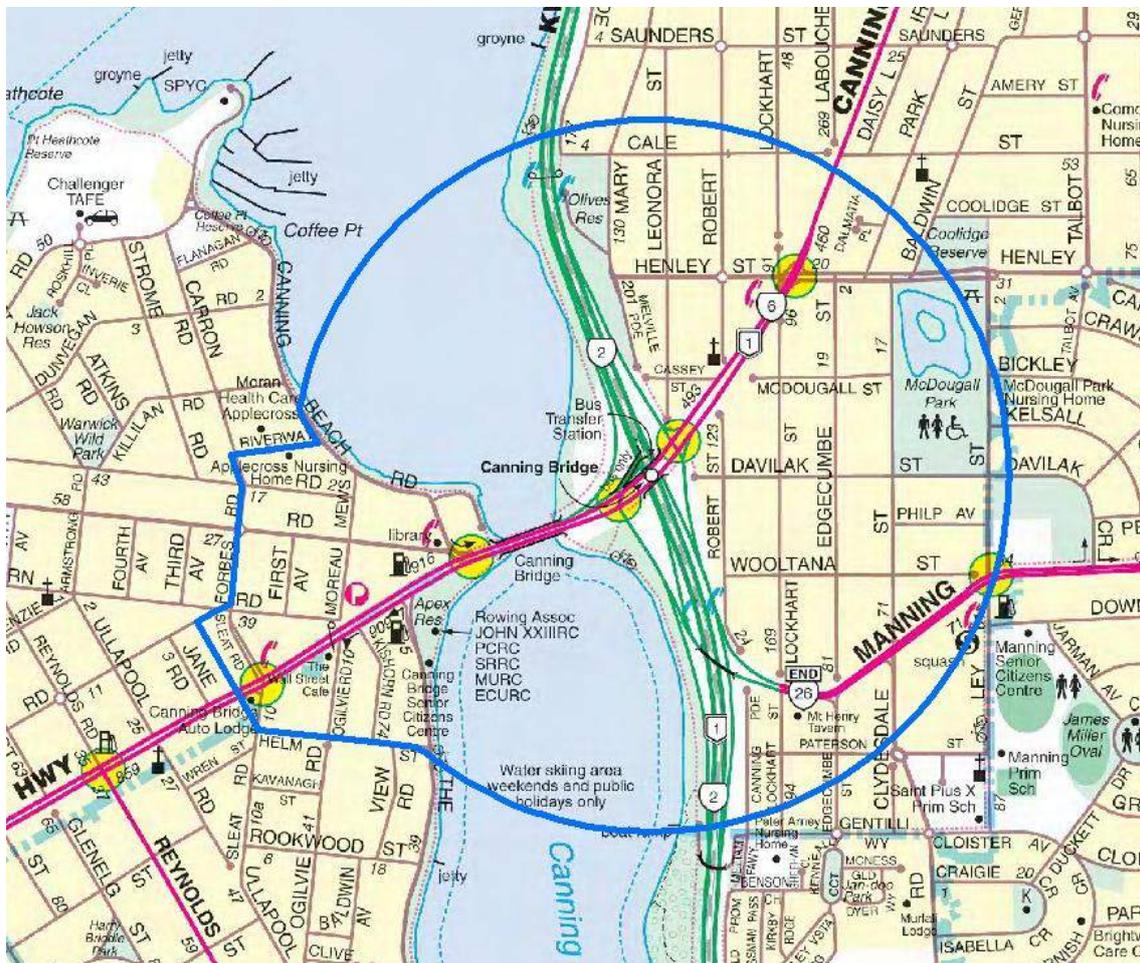
- » To brief City of Melville Canning Bridge Precinct residents, landowners and tenants on the Canning Bridge Train Station Planning Study
- » To obtain further feedback from residents, landowners and tenants on issues associated with the precinct and/or ideas for the future of the precinct
- » To obtain stakeholder input into the precinct planning process through an appropriate engagement program

2.1 Study Area

The broader study area is defined generally by a 1 kilometre radius around the Canning Bridge Train Station. Adjacent to the Canning Bridge Rail Station to the southwest is the commercial hub of Mt Pleasant and Applecross (known informally as Canning Bridge), comprising offices, retail, restaurants/cafes, and several recreational opportunities. The area is generally well developed, with several medium to high rise developments, and a significant number of established private homes. The iconic Raffles Hotel redevelopment is located here.

Figure 1 below shows the general boundaries for the broader Canning Bridge Rail Station Precinct Study Area.

Figure 1 Location Plan



The area subject to this study includes the land area within the broader study area which is contained within the City of Melville local government boundary, although the study did consider areas outside of the boundary which nevertheless affected the land area inside the boundary.



3. Methodology

The community engagement occurred over three (3) community forums. To fit within the timeframes required of the broader study, the Community Forums were held weekly over an eight (8) day period.

The Forums initially focused on very general issues, concerns and opportunities for the precinct, getting more detailed at each Forum.

The community Forums were held between the 11th of February and the 18th of February. Table 1 reflects the timeline within which the Community Forums were undertaken, and provides a brief purpose for each session.

Table 1 – Timeline of Forums

Date	Event	Purpose	Attendees
11th Feb 2008	Community Engagement Session 1	To brief City of Melville Canning Bridge Precinct landowners and users on the Canning Bridge Train Station Planning Study and to obtain feedback on issues associated with the precinct.	GHD Staff Relevant City of Melville Staff & Councillors and Representatives and Landowners/ Tenants
14th Feb 2008	Community Engagement Session 2	To provide feedback to the landowners and users of the Canning Bridge Precinct and reiterate the objectives of the Canning Bridge Train Station Planning Study and to obtain feedback on ideas for the future of the precinct.	GHD Staff Relevant City of Melville Staff & Councillors and Representatives and Landowners/ Tenants
18th Feb 2008	Community Engagement Session 3	To provide feedback to the landowners and users of the Canning Bridge Precinct on the outcomes of the previous two sessions and to obtain feedback on some of the concepts that have been developed as a result of the previous sessions. To provide information about the future of the project.	GHD Staff Relevant City of Melville Staff & Councillors and Representatives and Landowners/ Tenants



4. Community Forum 1

4.1 Attendees

All landowners within the study area were formally invited to attend the session. Additionally, a letter drop was undertaken for tenants within the area. The Forum was held at the City of Melville offices in Almondbury Street Booragoon, between 6:00 pm and 9:00 pm.

Landowners were asked to register their attendance in advance.

A total of 22 landowners and tenants registered on the evening, although the number attending was more in the order of 31, in addition to the City of Melville staff and Councillors. Of the formal registrations on the evening, the majority remained to form part of Focus Groups.

A register of attendees for all Sessions is included at [Appendix A](#) to this report.

4.2 Objectives

To brief City of Melville Canning Bridge Precinct residents, landowners and tenants on the Canning Bridge Train Station Planning Study.

To obtain further feedback from residents, landowners and tenants on [issues](#) associated with the precinct and/or ideas for the future of the precinct.

To obtain stakeholder input into the precinct planning process through an appropriate engagement program.

4.3 Agenda

The following reflects the agenda for Community Forum 1:

6:00 – 6:10 Arrival and Refreshments

6:10 – 6:20 Welcome

6:20 – 6:30 City of Melville Community Development Presentation

6:30 – 7:10 GHD Presentation – Background, Study Purpose, Issues and Constraints etc

7:10 – 7:30 Open Questions

7:30 – 7:40 Survey

7:40 – 7:50 Break

7:50 – 8:30 Focus Groups – Expectations and Visions

8:30 – 8:50 Report on focus group discussions

8:50 Wrap up and final questions

4.4 Presentation

A presentation commenced events, providing background information and prompting landowner's questions.

4.5 Key Themes

Fundamental to the presentation at the first Community Forum was the identification of some of the drivers behind the project, as follows:

4.5.1 Forecast Dwelling Growth

According to figures from the DPI, it is anticipated that the Perth and Peel Metropolitan Region will require approximately 500,000 new dwellings by 2048 to accommodate forecast population growth of up to 1 million new residents in these areas (Figure 2).

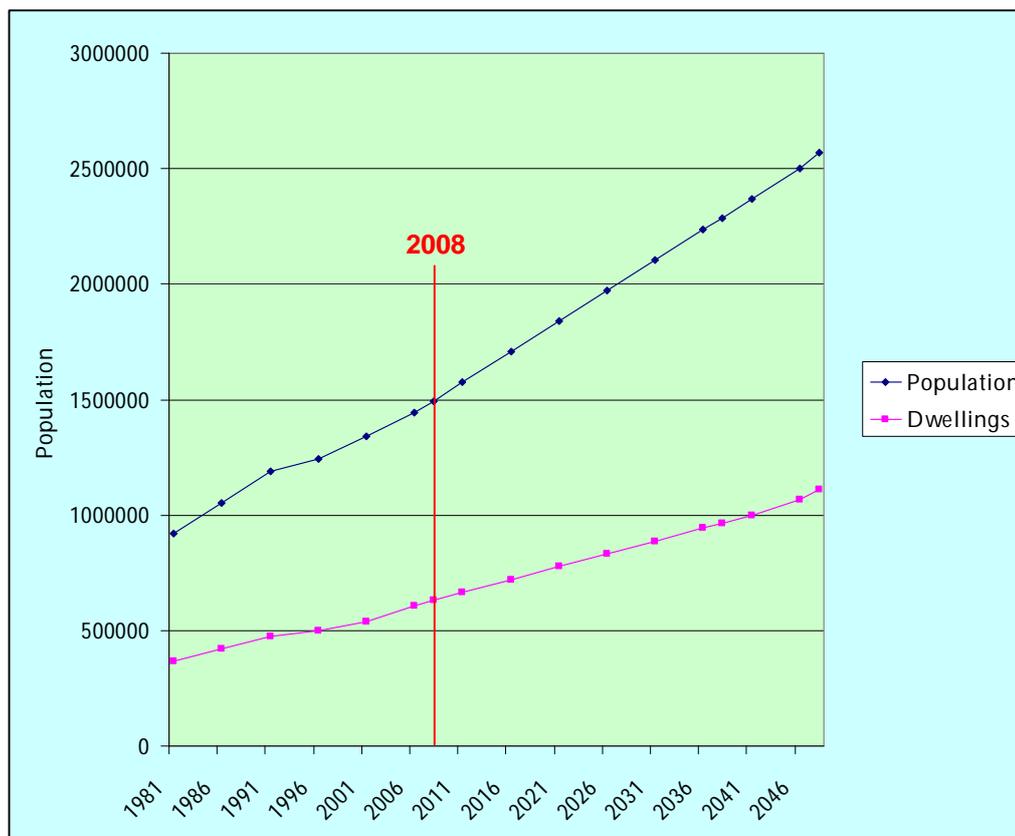


Figure 2 - Population & Dwelling Projections

The Network City policy has a target distribution for new dwellings as part of the strategy to reduce the urban sprawl and increase urban consolidation to achieve a more sustainable growth distribution for the metropolitan area. This target is for 60% of all new dwellings to be located in existing urban areas within the metropolitan area, and 40% to be located in the outer fringe areas. Anecdotal evidence suggests that this target is not currently being met. Using this ratio, of the forecast 500,000 new dwellings required, 300,000 need to be located in existing urban areas within the next 40 years.

4.5.2 'Inner Middle' Local Governments

The 'inner-middle' local government areas are best positioned to accommodate the majority of these 300,000 required dwellings.



Figure 3 - Inner Middle Local Government Areas

There are a number of reasons for this, namely:

- » Short commuting times to major employment and recreation areas;
- » Presence of numerous Network City Activity Centres;
- » Would result in better utilisation of public facilities; and
- » These areas have increased market appeal;

As a result, it is expected that up to two thirds of the 300,000 required dwellings (i.e. 200,000 dwellings) will be required in the inner middle local government areas by 2048.

4.5.3 City of Melville

To determine an approximate proportion of the 200,000 required new dwellings that will be required within the City of Melville, the current distribution of dwellings within the inner middle local government



areas was analysed. Using statistics from the 2006 ABS Census data, the total number of dwellings for each inner middle local government and resulting percentage was calculated.

Table 2 – Inner Middle LGA Dwelling Numbers

Inner Middle LGAs	No. Dwellings @ 2006 Census	% of Dwellings
Cambridge	9,908	3.2
Claremont	4,309	1.4
Cottesloe	3,427	1.1
East Fremantle	2,997	1.0
Fremantle	12,673	4.1
Mosman Park	3,856	1.2
Nedlands	7,981	2.6
Peppermint Grove	586	0.2
South Perth	19,214	6.2
Subiaco	8,735	2.8
Victoria Park	14,381	4.6
Vincent	13,929	4.5
Bassendean	6,100	2.0
Belmont	14,519	4.7
Bayswater	26,310	8.5
Canning	31,281	10.1
Melville	38,739	12.5
Stirling	83,620	27.0
City of Perth	7,378	2.4
Total	309,943	100

Using these statistics, it is anticipated that the City of Melville would be required to accommodate approximately 12.5%, or 25,000, of the 200,000 required additional dwellings (if current dwelling numbers grow consistently across all inner middle local government areas).



It is worth noting however, that the ABS produces three varying levels of population projection, Series 1, 2 and 3. Series 2 largely reflects trends in fertility, life expectancy at birth, net overseas migration and net interstate migration. Series 1 and 3 are based on high and low assumptions for each of these variables.

Table 3 – Population & Dwelling Projections

	DPI	ABS Series 1	ABS Series 2	ABS Series 3
New Residents	1,000,000	1,086,000	1,556,000	2,155,900
New Dwellings	500,000	543,000	778,000	1,077,950
60% in Existing Urban Areas	300,000	325,800	466,800	646,770
Inner Middle Dwellings (2/3)	200,000	217,200	311,200	431,180
New Melville Dwellings (12.5%)	25,000	27,150	38,900	53,897

As Table 3 indicates, the ABS Series 2 forecast indicates that 38,900 dwellings would be required by Melville, compared to the 25,000 as determined using DPI figures.

4.5.4 Distribution Challenges

The challenge for the City of Melville is to decide where to locate between 25,000 and 39,000 new dwellings in Melville by 2048. Preference will be given to areas as identified by Network City as either Activity Centres (including Transit Oriented Developments associated with the Southern Suburbs rail line), Activity Corridors and Transport Corridors (see Figure 4).

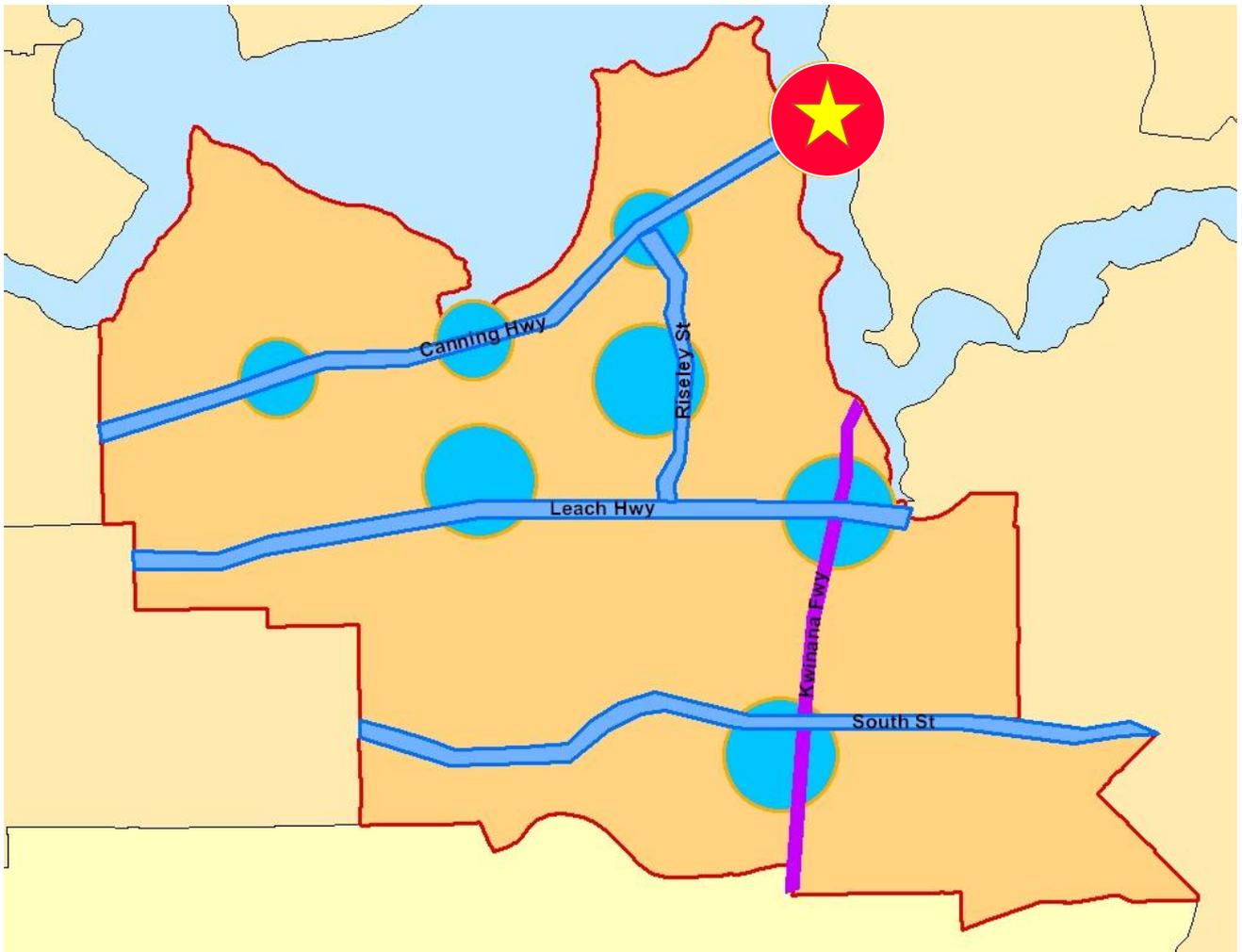


Figure 4 - Network City Framework within City of Melville

Whilst most of these additional dwellings will be concentrated in the major centres throughout the local government area, the Riseley Centre should be seen as a legitimate destination for a portion of these dwellings. This is due to the strategic transport routes, high frequency public transport routes, its proximity to surrounding major centres and status as an 'Activity Centre'.

4.6 Questions/Comments

The following questions/comments were asked/made by landowners at the conclusion of the presentation. Some of the comments reflect landowner's wishes for the precinct, and all questions/comments will be taken into consideration in the future planning of the precinct.

- » Made reference to a matter before the governor – what was this matter? (Network City)
- » If it (Network City) becomes policy, who then has the say on the type of development - does this allow the govt to overpower the decisions of council?



- » Liked the measurements of pedestrian traffic – for the catchment – have we done a similar survey for the 'red area' (see PowerPoint presentation) – where do people come from who use the area, where do they walk to and from etc
- » Can you tell us if the library is going to be moved to the Tivoli area?
- » Is the Tivoli area expected to be turned into a giant car park?
- » State govt argument for inner redevelopment – if development occurs in some form as combination of mixed use etc What about existing residents, some living on ¼ acres –do our opinions count if all of our opinions say no change and change occurs anyway?
- » There is no room in the plan for large lot residential and small unit development – there is no room for 'us'.
- » Can you tell me what Community Planning Scheme this is – Number 5/6 – why would we be doing this process separately?
- » Is this planning also considering the Riseley Plan?
- » If it's decided that the density will be changed, what does that mean we have to do?
- » How do we protect our peoples safety – how do we protect the quality of life of our residents?
- » After going to a south Perth meeting – talked about sterilisation of peoples land – i.e. single residential to 4 units – what does this mean?
- » Higher density of population – have you considered roads etc?
- » Are you considering increasing the reservation of Canning Highway?
- » If there is a chance to comment – do we get to vote on this plan?

4.7 Survey

A survey was distributed personally at the Forum and handed back on the same day. Thirty One (31) Respondents completed the survey, and responses were received from around the precinct. The full survey is attached at [Appendix B](#); however the following figures represent the main outcomes of the survey:



Figure 5 - What do you like about living in the Canning Bridge Precinct?

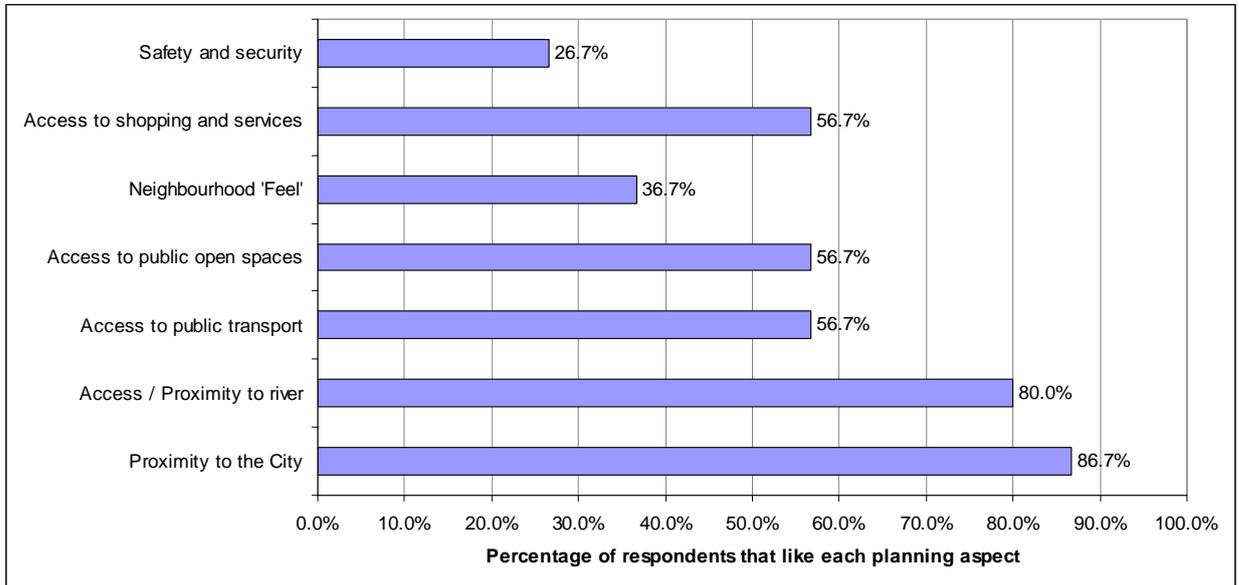


Figure 6 - What would you like to change about living in the Canning Bridge Precinct?

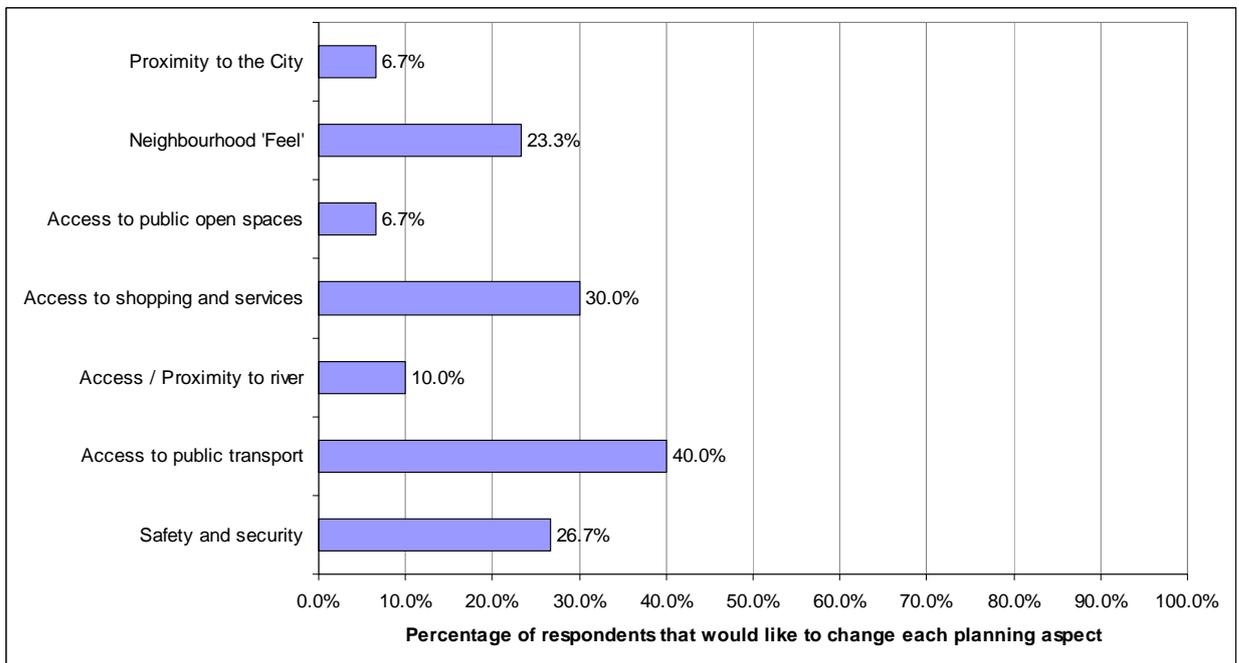




Figure 7 - Suggested Improvement to the Canning Bridge Precinct

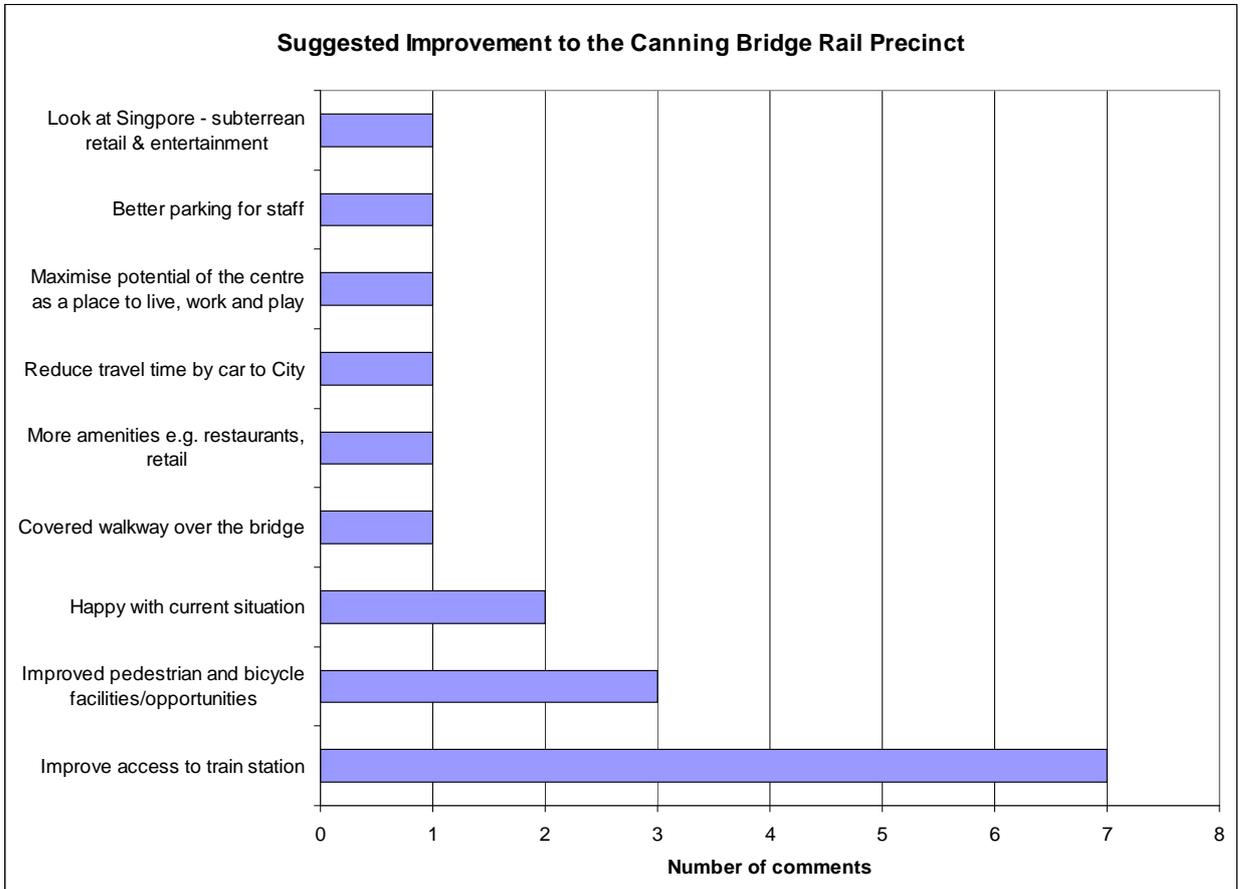




Figure 8 - Community Services that are utilised within the Canning Bridge Precinct

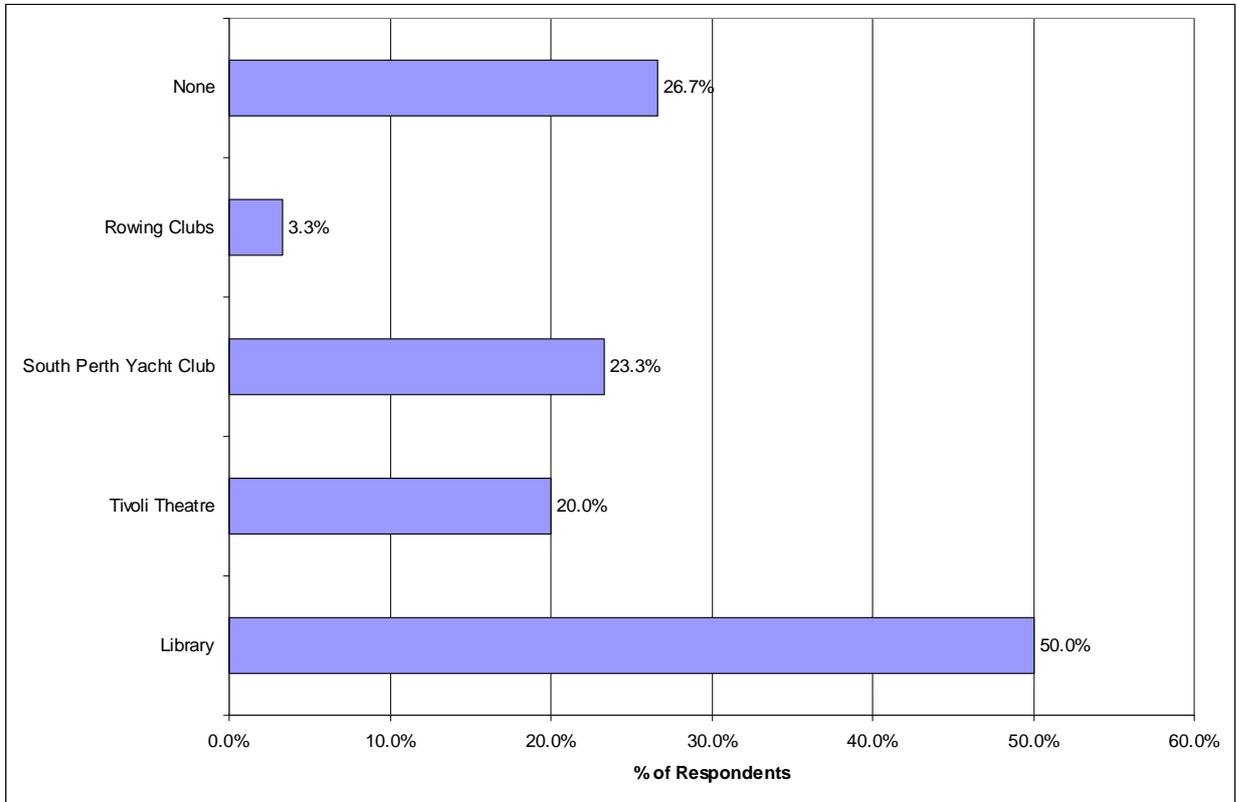




Figure 9 - Other Community Services you would like to see in the Canning Bridge Precinct

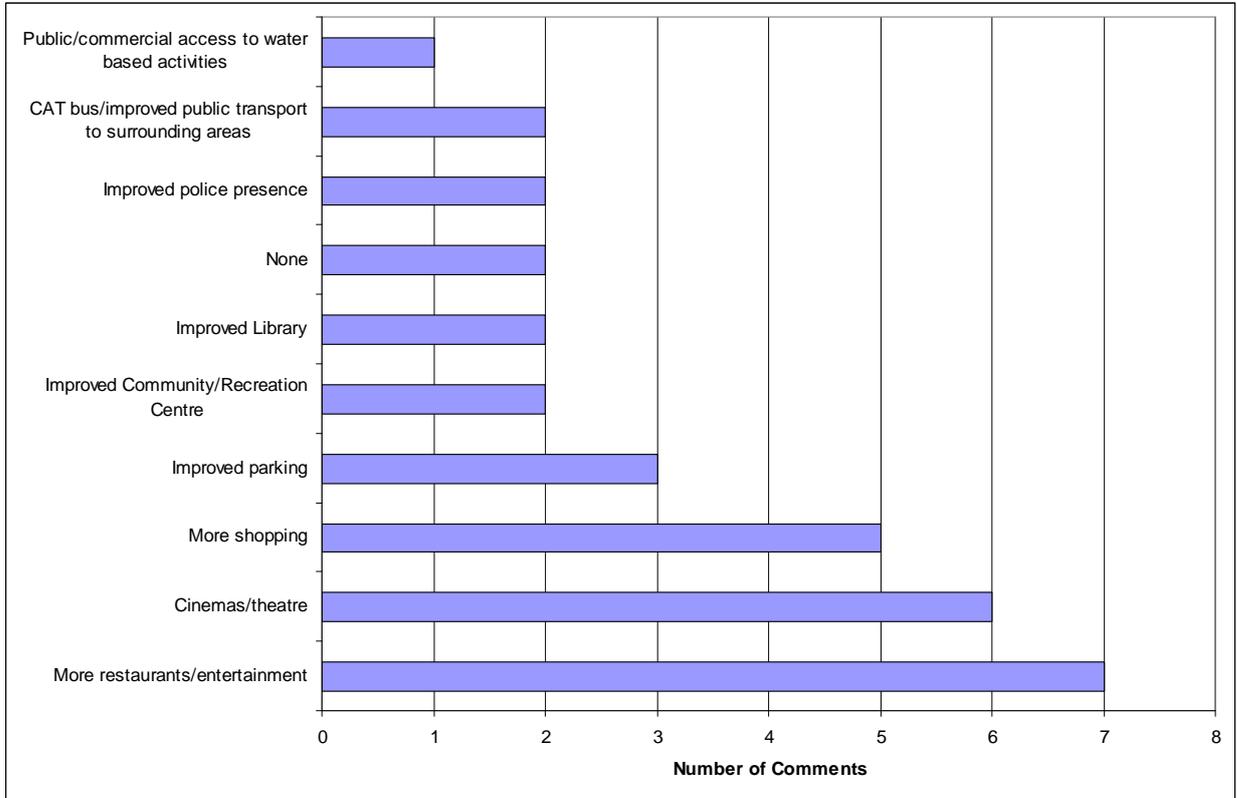




Figure 10 - What do you like about the existing Community Services

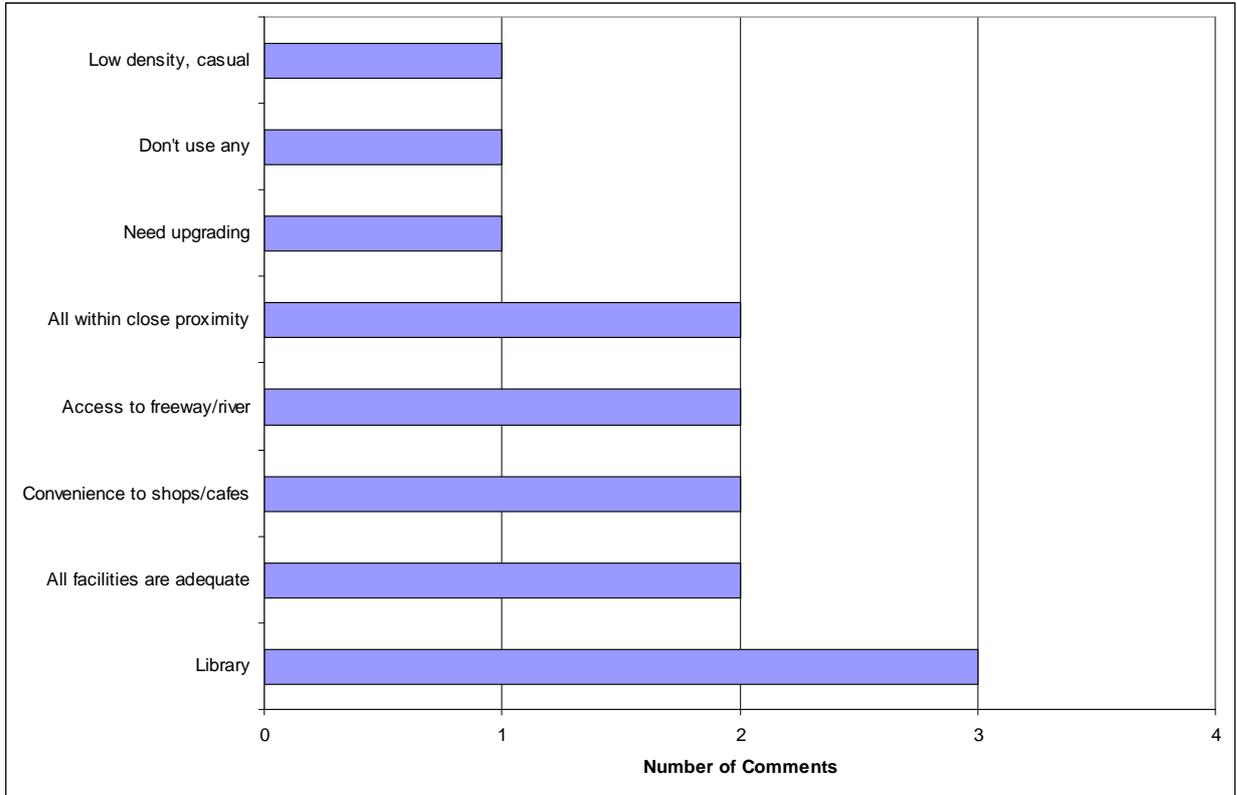




Figure 11 - What could be improved about Community Services

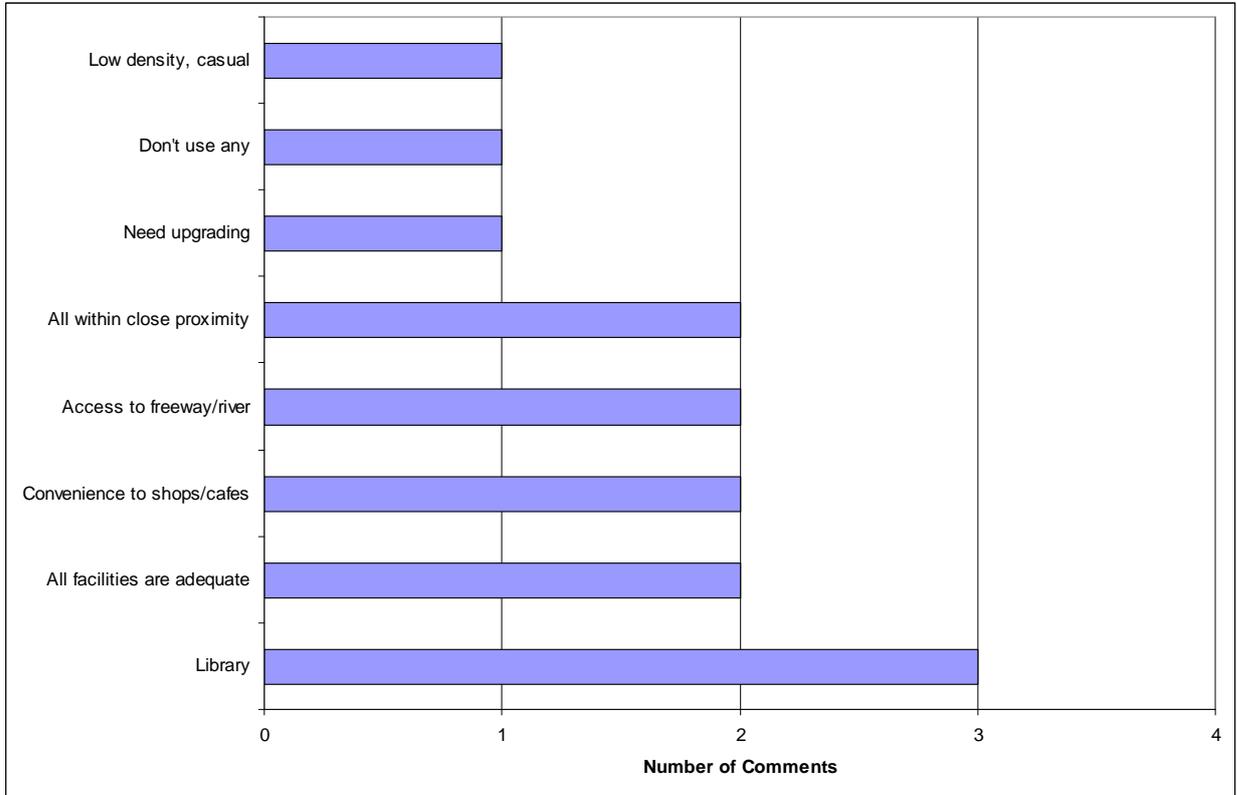
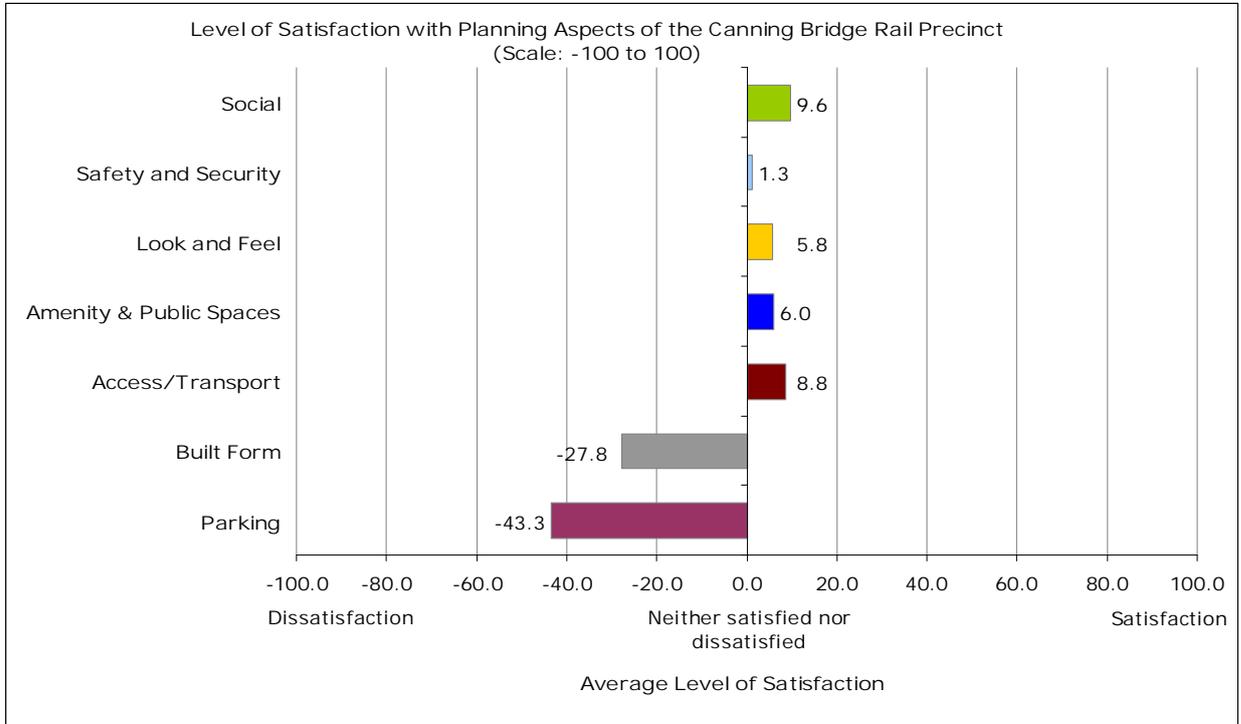
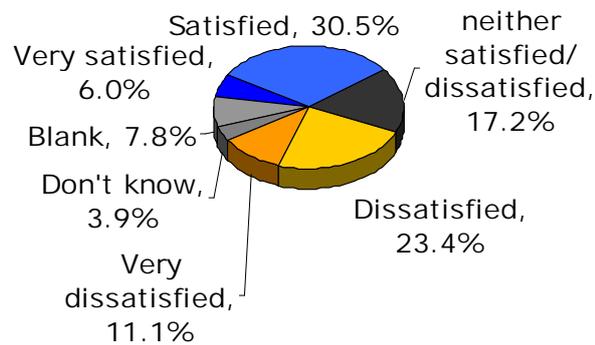


Figure 12 - Level of Satisfaction with the Canning Bridge Precinct



Overall levels of satisfaction with planning & transport aspects of the Canning Bridge Rail Precinct





It should be noted that of the 31 responses received, 1 response was not included in the final analysis of the survey responses as the Respondent did not consider the survey questions relevant to their association with the Precinct.

4.8 Focus Groups

All attendees were asked to form into Focus Groups to discuss the precinct broadly around the issues of Parking, Traffic, Built Form, Land Use, Look & Feel, Safety & Security and Community.

The Focus Groups had approximately 8 people per group, with one facilitator/scribe per group. At the conclusion of the Focus Group session each table reported back their comments.

The following reflects the comments from each of the Focus Groups.

Table 4 – Community Forum 1 Focus Group Comments

Issue	Table 1 Comments
Parking	<ul style="list-style-type: none"> » Lack of Parking » 1. East side of river in the large foreshore area » 2. IGA Site » Parking bays capacity – 500 plus bays are possible » Access to parking » Traffic flow » Cost
Traffic	<ul style="list-style-type: none"> » Synchronised lights on Canning Highway » Flows not good » Poor access to parking » Shuttle bus not present » Better access to station by foot » Establish Circle Route bus to station and South Perth » Lighting on path to the station
Built Form	<ul style="list-style-type: none"> » Design has to be financially viable to accommodate public parking » Canning Bridge triangle has to be financially viable – height is required to justify » Parking 2-3 storeys on river front » Esplanade maximum 4 storeys » Tier down from cultural corridor on Canning Highway
Land Use	<ul style="list-style-type: none"> » Multi-Use » Remove boat yard



Issue	Table 1 Comments
	<ul style="list-style-type: none"> » Parking, safe bike trails, shopping, hotels/accommodation » Budget taverns and entertainment » Restaurants/cafes » Small bar etc. » Density needs to be higher with aesthetically pleasing design » Multi use buildings » Medical facilities » City centre style shops » Office space and conference areas
Look and Feel	<ul style="list-style-type: none"> » Vibrant » Currently not pleasant to look at » Very poor usage » Community facilities are old, dated and not sufficient
Safety and Security	<ul style="list-style-type: none"> » Safety walking to train station » Safety is important » Safety near Canning Bridge and station is not good » Safety can be improved » Under bridge near TAB is unsafe » Vagrants under bridge » Kids washing windscreens at Canning Bridge lights

Issue	Table 2 Comments
Parking	<ul style="list-style-type: none"> » Lack of parking affects businesses and visitors » Not enough parking for commercial spaces » Parking could be underground to minimise visual impact (Raffles) » 1 Bay 30m² office / in old development – cash in lieu? » Provisions of car park under amalgamated land parcels » Parking and access is difficult for small tenancies along the highway
Traffic	<ul style="list-style-type: none"> » Rat-runs at peak time 15-30 minutes mainly on road » Overpass » Increase

Issue	Table 2 Comments
Built Form	<ul style="list-style-type: none"> » High rise seems inevitable » Architectural “flair” » Subiaco development is nice
Land Use	<ul style="list-style-type: none"> » Live and work on the property » Mixed use » Good examples of mixed use in London » City living is great » Everything is walkable » Restaurants and shops
Look and Feel	<ul style="list-style-type: none"> » Streetscape (Canning Highway – Kintail Roads) need bollards, street furniture and good trees
Safety and Security	<ul style="list-style-type: none"> » No comments
Community Facilities	<ul style="list-style-type: none"> » Community hub should be near Tivoli Hall with good parking nearby
Public Transport	<ul style="list-style-type: none"> » Canning Highway needs more bus bays » River transport needed » Need Government support like in Sydney » Not enough access on the river

Issue	Table 3 Comments
Parking	<ul style="list-style-type: none"> » Parking with the development above it near the station » If there is an increase in bus station capacity – where will the parking go? Foreshore land on east side of river suggested (X)





Issue	Table 3 Comments
	<ul style="list-style-type: none"> » Parking should be for the station near the station Foreshore land on east side of river (X) » Alternatively park away and have shuttle services » Some landfill like Mounts Bay (Y) » Foot print for parking – aesthetic appeal » Underground parking for all new developments in excess of development requirements
Traffic	<ul style="list-style-type: none"> » Under river tunnel for Canning Highway and keep bridges above for development eg shops, housing, malls etc. » Increase in density - what about roads? » How about new bridge? 3rd bridge for Kwinana Freeway On-Ramp » Ferry idea is good but there is no traffic crossing » Landfill along river to protect road and allow Freeway to widen
Built Form	<ul style="list-style-type: none"> » Development 5-6 storeys maximum: spotted high rise use Raffles as a cluster for higher buildings 8-10 storeys to diminish impact of Raffles » Development must be with good streets, facilities and trees
Land Use	<ul style="list-style-type: none"> » Shops on Canning Highway to be redeveloped to improve the look of the buildings and the type of businesses to include mixed use; retail, shops and apartments eg. East Perth » Take advantage of views to give everybody a share
Look and Feel	<ul style="list-style-type: none"> » More trees, grass and soft landscape » Practically improve hard landscapes » Improve buildings » Dated building that are not maintained do not look good » Underground power
Safety and Security	<ul style="list-style-type: none"> » More people, more activity – could get private security » Raffles/precinct change have increased graffiti » Poor lighting, need to chose the right lamps » Station
Community Facilities	<ul style="list-style-type: none"> » Multi-use recreation facilities at the Tivoli site and build around it » Community facilities are not being used as they are too outdated » Community uses are not being advertised – lack of awareness of what is available » Use Tivoli and park next door to develop better facilities eg community



Issue	Table 3 Comments
	meetings, aged persons – maybe better on the Highway?
Other	<ul style="list-style-type: none"> » Must improve the time it takes to get to the rail as well as shelter along the path – how about covered travelators? » Signage for rail is inadequate as there is no directional signage » Shuttle » Sound attenuation » Other “Activity Centres” are not surrounded by water » Impossible to get up Manning etc. Local connections and through connections to radial suburbs » Traffic bottleneck at the canning bridge/freeway

Issue	Table 4 Comments
Parking	<ul style="list-style-type: none"> » Lack of car parking in local street system » Metered parking sometimes empty during the day – relocated worker’s parking to non-metered areas » Local businesses (Monadelphous) occupies the majority of the bays » Lack of parking constrains business opportunity and constrains servicing of the precinct » Provide more parking bays within developments as an incentive » Provide multi-storey parking in the vicinity of Moreau Mews
Traffic	<ul style="list-style-type: none"> » Most concerned at drive off into Canning Beach Road from Canning Bridge at peak periods » Traffic congestion on bridge/interchange » Traffic congestion on Kintail Road / drivers using rat-runs through local streets » No disabled access at interchange » Traffic flow is congested everywhere at peak times, Main Roads need to address freeway flow » Lack of ‘Kiss and Ride’ is a problem » No facilities for bicycle storage at interchange is discouraging » Nobody uses overpass
Built Form	<ul style="list-style-type: none"> » Canning Bridge is unique in metro region so it is important not to miss opportunities



Issue	Table 4 Comments
	<ul style="list-style-type: none">» Height is not an issue. 'Higher' is ok if it is well developed» Need to incorporate adequate public parking» Provide shelter all the way to the interchange for pedestrians» Shuttle service within precinct could be funded by the developer in recognition of being allowed increased heights» Wind tunnel created within increased densities» Design should be a high propriety» Sustainable and robust buildings are essential
Land Use	<ul style="list-style-type: none">» High speed IT connections» No amenity for workers; squares, open spaces and community hubs are needed» Improve connections between spaces; workers should be able to access the river easily» Mix of uses is very important
Look and Feel	<ul style="list-style-type: none">» No comments
Safety and Security	<ul style="list-style-type: none">» No comments
Community Facilities	<ul style="list-style-type: none">» No comments

4.9 Outcomes

As a result of Community Forum 1, GHD has identified the key issues raised & discussed in the Focus Groups, surveys and generally on the evening. The following reflects the key issues which will be informing the broader project:

Parking

- » There is a lack of parking and access is difficult – affects businesses and residents particularly businesses along the highway
- » Parking should be underground – it's ugly
- » Parking with development above it should be developed near the station – with parking predominantly underground
- » Parking remote with linked shuttle services
- » Metered parking sometimes empty during the day – perhaps penalties for illegal parking will encourage visitors to use metered parking more appropriately



Traffic

- » Synchronised lights are needed on Canning Highway to manage flows - flows are not good
- » Shuttle bus needed - Circle Route bus to station and South Perth?
- » Better access to station by foot is necessary
- » Need to manage rat-runs through neighbourhood streets at peak time
- » Concerned about an increase in traffic with increase in density
- » Tunnel under river for Canning Highway traffic and keep bridges above for development eg shops, housing, malls
- » Lack of 'Kiss and Ride' is a problem
- » No facilities for bicycle storage at interchange is discouraging

Built Form

- » Canning Bridge is unique in metro region so it is important not to miss development opportunities and improvement of public amenities
- » Height is not an issue. 'Higher' is ok if it is well developed and designed with better facilities in the precinct and maintaining well treed streets
- » Need to incorporate adequate public parking
- » Provide shelter all the way to the interchange for pedestrians – integrate into new buildings
- » Be aware of wind tunnel created within increased densities
- » Sustainable and robust buildings are essential
- » Development 5-6 storeys maximum; however, use Raffles as a cluster for higher buildings 8-10 storeys to diminish impact of Raffles
- » Tier down from corridor on Canning Highway to the river

Land Use:

- » Remove boat yard
- » Need better parking, safe bike trails, shopping, hotels/accommodation, restaurants/cafes, office space and conference areas, budget taverns and entertainment, medical facilities
- » Develop multi use buildings – enable people to live and work on the property
- » Improve infrastructure eg. high speed IT connections
- » There is no amenity for workers; need squares, open spaces and community hubs
- » Improve connections between spaces; workers/residents should be able to access the river easily
- » City centre style shops
- » Everything should be walkable
- » Shops on Canning Highway to be redeveloped to improve the look of the buildings
- » Take advantage of views and design so that everybody has a share

**Look and Feel:**

- » Not enough trees, grass and soft landscape
- » Improve hard landscapes (but do so practically for maintenance etc)
- » Dated buildings that are not maintained do not look good
- » Underground power

Safety and Security:

- » Concerns about negative elements of homelessness in the area, kids washing windscreens at Canning Bridge lights, increased graffiti etc
- » Safety near Canning Bridge and station is not good with poor lighting – need to chose the right lamps
- » More people, more activity – could afford to get private security

Look and Feel:

- » Community facilities are not being used as they are too outdated
- » Use Tivoli site and park next door to develop better multi-user facilities eg community meetings, aged persons – or perhaps this is better on the Highway at a more central location?

Other:

- » Canning Highway needs more bus bays – perhaps dedicated bus lane?
- » River transport needed and there is not enough access to the river generally
- » Must improve the time it takes to get to the rail station - covered travelators/shelter etc
- » Signage for rail is inadequate as there is no directional signage either arriving at the station or going to the station
- » Noise concerns when development increases
- » There is a need to improve local connections and through connections to radial suburbs – not just into the City.



5. Community Forum 2

5.1 Attendees

All landowners within the study area were formally invited to attend the session. Additionally, a letter drop was undertaken for tenants within the area. The Forum was held at the City of Melville offices in Almondbury Street Booragoon, between 9:00 am and 12:00 pm.

Landowners were asked to register their attendance in advance.

A total of 19 landowners and tenants registered on the evening, in addition to the City of Melville staff and Councillors. Of the formal registrations on the evening, the majority remained to form part of Focus Groups.

A register of attendees for all Sessions is included at [Appendix A](#) to this report.

5.2 Objectives

To provide feedback to the landowners and users of the Canning Bridge Precinct and reiterate the objectives of the Canning Bridge Train Station Planning Study.

To obtain further feedback from residents on [ideas](#) associated with the precinct and/or ideas for the future of the precinct.

To obtain stakeholder input into the precinct planning process through an appropriate engagement program.

5.3 Agenda

The following reflects the agenda for Community Forum 2:

9:00 – 9:10	Arrival and Refreshments
9:10 – 9:20	Welcome
9:20 – 9:50	GHD Presentation – Background, Survey Responses, Objectives of this session, transport and urban design opportunities
9:50 – 10:10	Questions/Open Discussion
10:10 – 10:30	Focus Groups – Study Boundary Consensus
10:30 – 10:40	Break
10:40 – 11:30	Focus Groups – Design Considerations
11:30 – 11:50	Report on focus group discussions
11:50	Wrap up and final questions

5.4 Presentation

A presentation commenced events, providing background information and prompting landowner's questions.



5.5 Key Themes

Fundamental to the presentation at the second Community Forum was the identification of possible alternatives for implementation of the outcomes of the project. The following reflects elements of the presentations which focused on this issue:

5.5.1 What are the options for implementing the precinct plan?

1. Do not change the development controls – “do nothing”
2. Review of residential densities/ plot ratio and scheme amendment
3. City of Melville adopts performance based zoning where required

5.5.2 Performance Based Zoning focusing on development proposals generating community benefits

A relaxation of the existing residential density and planning requirements applicable to the precinct may be achieved by working on a performance based zoning provided that proposed development plans can demonstrate the provision of benefits to the community or the local government such as:

- » Controlled public access to upper levels of buildings (viewing deck, rooftop garden, restaurant, health studio, club...)
- » Commercial use, Hotel accommodation and conference facilities
- » Diversity of residential products (small size units to maintain affordability)
- » Provision of affordable 1 bedroom apartments to a maximum size of 55 m²
- » Student accommodation
- » Public car parks
- » Landscaped public spaces at ground and or podium level
- » Pedestrian connections through the site
- » Enhancement of view corridors
- » Exceptional urban design standards
- » Water and energy efficient buildings
- » Demonstrable commitment to sustainability principles
- » Low overshadowing of adjacent properties (no more than 50% during mid-winter)
- » Street art, arbours, fountains, street furniture
- » Well designed and active street frontages
- » Maintenance of security without discouraging pedestrian activity

5.5.3 Example of a Memorandum of Understanding that may be an alternative to traditional single lot development in the precinct.

A group of landowners in the precinct have approached the City of Melville as a group with the following:



- » To pursue a coordinated joint development approach in relation to their combined land holding at Canning Bridge;
- » To work with the City of Melville, the City of South Perth, the Department for Planning and Infrastructure other stakeholders to achieve a positive planning outcome;
- » To request that the City of Melville and the Department for Planning and Infrastructure consider rezoning their combined land area;
- » That the redevelopment of the site will need to be in keeping with the objectives covered and discussed in the State Government's Network City and TOD principles;
- » To seek a relaxation of the existing zoning so that adequate planning outcomes can be achieved;
- » That the area comprises a mix of residential, office, retail and community uses, including the addition of critically needed private, shopper and public parking; and
- » That the proposed concept plan for the combined land holding be mindful, include and promote sustainability in design, community needs and tangible infrastructure improvement for the wider community.

5.6 Questions

The following questions/comments were asked/made by landowners at the conclusion of the presentation. Some of the comments reflect landowner's wishes for the precinct, and all questions/comments will be taken into consideration in the future planning of the precinct.

- » In the northern section of the plan shown, a green area was described as being potentially for parking and restaurants etc – was any of that reclaimed?
- » One of the things noticed in the presentation is that this study is very focused on providing additional accommodation for external parties – why does this not consider the existing business users in the area?
- » What is the timeframe for redevelopment of the bridge?
- » Canning Highway – can the traffic be calmed at all – different levels of roads or something like that?
- » Gave some statistics on outcomes of survey – how many people were involved and what was the response rate?

5.7 Focus Group Feedback

All attendees were asked to form into Focus Groups to discuss the precinct broadly around the issues of the Study Area Boundary, Building Heights, Parking, Traffic, Built Form, Land Use, Look & Feel, Safety & Security and Community Facilities.

The Focus Groups had approximately 8 people per group, with one facilitator/scribe per group. At the conclusion of the Focus Group session each table reported back their comments.

The following reflects the comments from each of the Focus Groups.



Table 5 – Community Forum 2 Focus Group Comments

Issue	Table 1 Comments
Study Area Boundary	As per diagram Figure 13
Building Heights	As per diagram Figure 13
Parking	<ul style="list-style-type: none">» Underground is okay as long as it is safe» No above ground structures» Maintain on-street car parking in Mount Pleasant
Traffic	<ul style="list-style-type: none">» No comments
Built Form	<ul style="list-style-type: none">» No comments
Land Use	<ul style="list-style-type: none">» IGA needs to continue» More retail is required to encourage people to work here
Look and Feel	<ul style="list-style-type: none">» Maintain shop frontages on Canning Highway when set backs are implemented
Safety and Security	<ul style="list-style-type: none">» No comments
Community Facilities	<ul style="list-style-type: none">» No comments

Figure 13 – Focus Group Plan Table 1





Issue	Table 2 Comments
Study Area Boundary	<ul style="list-style-type: none"> » Expand boundary west either side of Canning Highway (to St. Benedict's Church) » No buffer zone between commercial zone and residential zone particularly with regard to traffic flow on those streets separating residential / commercial
Building Heights	<ul style="list-style-type: none"> » Appropriate if well designed with a strong sustainability outcome and good pedestrian interface » Must be financially viable » Public parking only to be available if height is adequate » Retain building height in core commercial areas and do not spread along Canning Highway » Support staggering of heights from core areas to the edge of the precinct
Parking	<ul style="list-style-type: none"> » New developments must have sufficient public parking » Paid parking has shifted parking problem to residential areas » Improve parking on southern side of Canning Highway (Clancy's Fish Pub side) » Improve signage to public parking at Raffles
Traffic	<ul style="list-style-type: none"> » Traffic movements at Moreau Mews / Kintail Road need improvements (as there are many accidents) » Kintail Road requires traffic improvements to prevent 'rat running' alternatives to Canning Highway » Moreau Mews (Northern end) street parking on one side only » Extend the additional lane on northern side of Canning Highway to Sleat Road » Shuttle bus service to Canning Bridge area » Underpass to cross from The Esplanade to north of Canning Highway or something safe
Built Form	<ul style="list-style-type: none"> » New built form must be transparent / well designed » Use history to create public art (entry statements) » Affordability is an issue
Land Use	<ul style="list-style-type: none"> » More retail; cafes and restaurants » Health studio » Medical facilities needed



Issue	Table 2 Comments
	<ul style="list-style-type: none"> » Retain bank » Service industry
Look and Feel	<ul style="list-style-type: none"> » Trim Plane trees on Kintail Road as they look untidy » Left side of entry to Melville (the swampy area) needs significant improvement » Generally tidy the area
Safety and Security	<ul style="list-style-type: none"> » Improve lighting in side streets, trim trees » People / car interface needs to be improved
Community Facilities	<ul style="list-style-type: none"> » Enhance civic facilities on foreshore (canoe) » Need to improve the library / community facilities within precinct

Issue	Table 3 Comments
Study Area Boundary	<ul style="list-style-type: none"> » As per plan Figure 14
Building Heights	<ul style="list-style-type: none"> » Transition of heights cascading from the heart - 8 storeys? Discretionary » Centralise (as per plan) in the heart » Difficult without MOU, need to encourage MOU's with benefits of development » Height in MOU plan seems okay » Heights are well designed » Cap at similar heights to MOU » Make the other side to MOU sympathetic in height, style etc
Parking	<ul style="list-style-type: none"> » Parking supported by public transport; CAT bus, parking policy (especially for 'new' centre) » Developments provide adequate parking for needs » Parking pool in buildings for peak use » Reduce parking requirements for residential purposes if public transport is supporting
Traffic	<ul style="list-style-type: none"> » Get city bound traffic off the bridge via a tunnel to 'bury the cars' (see Tunnel entry on Figure 14) » Cat services – perhaps a Public Private Partnership? » Traffic management needs to be improved – slowing down etc



Issue	Table 3 Comments
	<ul style="list-style-type: none"> » Improved option for Manning Road » Synchronised lights are key to addressing the flow issue
Built Form	<ul style="list-style-type: none"> » Well designed » Trees etc. » 'Kiss and Ride' » Bonuses for grouped developments when benefits are given back to the community » Affordable housing; small units etc. with a lot of choice » Gardens on top » Restaurants
Land Use	<ul style="list-style-type: none"> » No parking at street level (visible), parking should not have the best view » Mixed use; more than offices, fun things, heartbeats » Improved infrastructure; optical fibres, power » 'Kiss and Ride' is needed
Look and Feel	<ul style="list-style-type: none"> » Landscape is fundamental; trees etc. » Public open space; create small spaces to support the large recreational area of the river
Safety and Security	<ul style="list-style-type: none"> » More people – more or less secure? » Surveillance cameras » Anti-graffiti paints and anti-graffiti design; shrubs, varied building materials
Community Facilities	<ul style="list-style-type: none"> » Activity hub; encourage activity in one place, community meeting place to build a sense of community supported by the hub » Consider equality of service provision
Pedestrian	<ul style="list-style-type: none"> » Covered walkway suggestion is necessary » Good ideas to Improve safety » Underpass under highway needs to designed so it is open, safe and transparent
MOU	<ul style="list-style-type: none"> » Extreme – Extraordinary – Visionary » Highlights the need for landowners to come together

Figure 14 – Focus Group Plan Table 3





Issue	Table 4 Comments
Study Area Boundary	<ul style="list-style-type: none"> » Boundary should not be distinct, rather look at the boundary as is but look at impact on properties abutting » Minor 'Transit Oriented Development' centre could also be near/at the bus stop at the post office
Building Heights	<ul style="list-style-type: none"> » Varying heights enhances areas (Venturi Effect – wind tunnels) » Wind needs to be considered especially walking / pedestrian areas » View corridors » Mindful of views from elsewhere in the city » Taper buildings
Parking	<ul style="list-style-type: none"> » Additional parking as part of each development to cater for public (right balance needed) needs to be lot specific » Street parking reduces width of streets, cut into verge for permanent parking, keep trees » What percentage is reciprocal parking - How does the payment work? » Other car parking options and technology eg vertical parking should be considered » Parking for different users; all day, short term etc. » Mention of tower » Reverse parking bonuses
Traffic	<ul style="list-style-type: none"> » Congestion on Canning Highway is now heavy at peak periods and constantly on Canning Beach Road – keep traffic flow on Canning Highway unimpeded as freeway congestion creates the problem of congestion on major roads » Initiatives to modify speed » Redesign intersection at Kintail Road / Canning Beach Road » Traffic lights synchronised » Light rail to Garden City / CAT service
Built Form	<ul style="list-style-type: none"> » Good quality and interactive commercial / retail on Canning Highway with offices above » Specialty shops, cafes, IGA etc. » Move areas of traffic interaction to major intersection » Podium developments 2-3 storeys on street with a public podium space and rooftop gardens with access across highway on the first or second storey » Multi-rise set apart



Issue	Table 4 Comments
Land Use	<ul style="list-style-type: none">» Concentration of uses to create vibrancy spreading out to residential» Hotel accommodation
Look and Feel	<ul style="list-style-type: none">» No comments
Safety and Security	<ul style="list-style-type: none">» No comments
Community Facilities	<ul style="list-style-type: none">» Public toilets

5.8 Outcomes

As a result of Community Forum 2, GHD has identified the key issues raised & discussed in the Focus Groups, surveys and generally on the evening. The following reflects the key issues which will be informing the broader project:

Study Boundary and Limits of Influence:

- » Preferred boundary is generally as per Figure 13 and Figure 14.
- » Boundary should not be distinct, rather look at the boundary as is but look at impact on properties abutting it and make sure there is a quality transition
- » Mini 'Transit Oriented Development' centre could also be at the bus stop at the post office
- » Support staggering of development from core areas along Canning Highway to the edge of the precinct - cascading from the 'heart' near the post office

Heights:

- » Tall buildings are appropriate if well designed with a strong sustainability outcome and good pedestrian interface
- » Must be financially viable
- » Cap at similar heights to MOU, and make the other side of the highway sympathetic to the MOU, and then taper buildings towards the river
- » Wind needs to be considered especially in walking / pedestrian areas
- » View corridors to be maintained
- » Mindful of views from elsewhere in the city

Parking:

- » Additional parking as part of each development to cater for public (right balance needed) lot specific
- » Street parking reduces width of streets - instead cut into verge for permanent parking, keep trees and maintain attractive streetscapes
- » Consider reciprocal parking - parking for different users; all day, short term etc - Parking pool in buildings for peak use



- » Reverse parking bonuses to encourage public transport use
- » Parking supported by public transport; CAT bus, parking policy (especially for 'new' centre)
- » Improve signage to public parking
- » Underground parking is okay as long as it is safe
- » No above ground structures

Traffic:

- » Traffic movements at Moreau Mews / Kintail Road need improvements (as there are many accidents)
- » Kintail Road requires traffic improvements to prevent 'rat running' alternatives to Canning Highway
- » Moreau Mews (Northern end) to have street parking on one side only
- » Extend the additional bus lane on northern side of Canning Highway to Sleaford Road
- » Shuttle bus service to/around Canning Bridge area are required
- » Develop an underpass to cross from the Esplanade to north of Canning Highway; or something safe
- » Get city bound traffic off the bridge via a tunnel to 'bury the cars'
- » Cat services – Public/Private Partnership
- » Synchronised lights are key to addressing the flow issue
- » Consider initiatives to modify speed (not just speed limit reductions)

Built Form:

- » Good quality and interactive commercial / retail on Canning Highway with offices above – must be well designed
- » Specialty shops, cafes, IGA etc
- » Podium developments 2-3 storeys on street with a public podium space and rooftop gardens with access across highway on the first or second storey
- » Make sure that trees are an integral part of the precinct
- » Bonuses for grouped developments when benefits are given back to the community such as affordable housing; small units etc. with a lot of choice
- » Use history of the area to create public art (entry statements)

Land Use:

- » IGA/grocery store and banking sector needs to remain
- » More retail is required to encourage people to work here, cafes and restaurants, health studio, medical facilities, fun things, heartbeats
- » Precinct needs a pocket park acting as a town square
- » No parking at street level (visible), parking should not have the best view!!
- » Improved infrastructure; optical fibres, power etc
- » kiss'n'ride is absolutely necessary

**Look and Feel:**

- » Landscape is fundamental; trees etc.
- » Public open space; create small spaces to support the large recreational area of the river
- » Left side of entry to Melville (the swampy area) needs significant improvement - generally tidy up of the area is required
- » Maintain active shop frontages on Canning Highway when new set backs are implemented
- » Enhance civic facilities on foreshore (canoes etc)
- » Activity hub; encourage activity in one place, community meeting place to build a sense of community supported by the hub
- » Consider equality of service provision (both sides of highway)
- » Public toilets required

Safety and Security:

- » More people – more or less secure – should be able to afford surveillance cameras and security with increase in rates
- » Anti-graffiti paints and anti-graffiti design; shrubs, varied building materials
- » Improve lighting in side streets, trim trees
- » People/car interface needs to be improved

Other:

- » Covered walkway to station is absolutely necessary
- » Underpass under highway needs to be designed so it is open, safe and transparent
- » MOU - Highlights the need for landowners to come together



6. Community Forum 3

6.1 Attendees

All residents, landowners and tenants within the study area were formally invited to attend the session. Additionally, a letter drop was undertaken for tenants within the area. The Forum was held at the City of Melville offices in Almondbury Street Booragoon, between 6:00 pm and 9:00 pm, and was extended due to demand until 9:30 pm.

Landowners were asked to register their attendance in advance.

A total of 59 landowners and tenants registered on the evening, in addition to the City of Melville staff and Councillors. Of the formal registrations on the evening, the majority remained to form part of Focus Groups.

A register of attendees for all Sessions is included at [Appendix A](#) to this report.

6.2 Objectives

- » To provide feedback to the landowners and users of the Canning Bridge Precinct on the outcomes of the previous two sessions.
- » To obtain further [feedback](#) from landowners and users on some of the [maps that have been developed](#) as a result of the previous sessions.
- » To obtain stakeholder input into the precinct planning process through an appropriate engagement program.
- » And to provide [information](#) about the future of the project.

6.3 Agenda

The following reflects the agenda for Community Forum 2:

6:00 – 6:10	Arrival and Refreshments
6:10 – 6:20	Welcome
6:20 – 6:30	City of Melville Community Development Presentation
6:30 – 7:10	GHD Presentation
7:10 – 7:30	Open Questions
7:30 – 7:40	Break
7:40 – 8:45	Focus Groups
8:45 – 8:55	Report on focus group discussions
9:00	Wrap up and final questions



6.4 Presentation

A presentation commenced events, providing background information and prompting landowner's questions.

6.5 Key Themes

Fundamental to the presentation at the third Community Forum was the identification of a necessary Sustainability Framework for the precinct. This is included in [Appendix C](#) but generally includes the following elements:

- » Governance;
- » Energy;
- » Water;
- » Building Operations;
- » Materials & Waste;
- » Community;
- » Transport; and
- » Economic Development.

6.6 Questions

The following questions/comments were asked/made by landowners at the conclusion of the presentation. Some of the comments reflect landowner's wishes for the precinct, and all questions/comments will be taken into consideration in the future planning of the precinct.

- » What height is the Raffles for reference?
- » Sounds like a good story, however, Raffles does not stand out as a good example of delivery – why should things change and be better?
- » Is the comment about the height of Raffles tower a fact or anecdotal?
- » For the designated area, what is the current population, what is the proposed population and what is Council going to do about the shortage of POS?
- » The Canning Bridge area is part of the City – we need to start looking at what this means – this area needs to expand and will be pressured to expand.
- » Is the Council going to buy back land for POS – this area has a shortage; what will Council do about this?
- » Could you tell me what would happen to the beautiful trees in the park behind the Library?
- » I think the planners of Perth and Melville have to be mindful that we are known as one of the three windiest capitals in the world. High rises will cause venturi effects. This is an issue if there is likely to be residential. See Vancouver for example of residential towers - separated – is the key.
- » One picture that is missing – what is the current zoning of the area?



6.7 Focus Group Feedback

All attendees were asked to form into Focus Groups to discuss the precinct broadly around the issues of the Study Area Boundary, Built Form/Building Heights, Parking, Traffic, Land Use, Look & Feel, Safety & Security and Community Facilities.

The Focus Groups had approximately 8-10 people per group, with one facilitator/scribe per group. At the conclusion of the Focus Group session each table reported back their comments.

The following reflects the comments from each of the Focus Groups.

Table 6 – Community Forum 3 Focus Group Comments

Issue	Table 1 Comments
Study Boundaries	<ul style="list-style-type: none"> » Outer zone (buffer zone) is too wide. » No MOU in outer ring to maintain small blocks. » Satisfied with study area.
Built Form / Building Heights	<ul style="list-style-type: none"> » The higher the building the greater the possibility of benefits to the Council and community.
Car Parking	<ul style="list-style-type: none"> » Public car parking underground.
Foreshore Land Uses	<ul style="list-style-type: none"> » Need to upgrade the foreshore. » Separation of cyclists and pedestrians. » River reclamation between Canning Highway and Deepwater Point. » Public facilities on the foreshore.
Land Use	<ul style="list-style-type: none"> » Tavern and shops will be ripe for development eg major 4 or 5 star hotel.
Traffic	<ul style="list-style-type: none"> » Reduced traffic speed on Canning Highway.
Safety and Security	<ul style="list-style-type: none"> » Responsibility of authorities and developers.
Community Facilities	<ul style="list-style-type: none"> » Higher density will increase rates income dramatically providing council with more funds for community facilities.
Other	See attached table plan, Figure 15.



Issue	Table 2 Comments
	<ul style="list-style-type: none"> › Increased density means parking for station needs to be on the station side.
Foreshore Land Uses	<ul style="list-style-type: none"> › Ferry / marine / docking facilities on Raffles side. › Restaurants / parking etc. › Mix (see Community Facilities)
Land Use	<ul style="list-style-type: none"> › Sink Canning Highway from about Ullapool Road across the river, get rid of the traffic that will impact on people and make the area above a community precinct with a pedestrian area / city square area. › Cosmopolitan uses. › There is plenty of open space as we are surrounded by river / beach / Heathcote etc. › Land underneath Heathcote is under-used. › Council should not be selling any land it currently owns (Viz. the area next to Tivoli). Council is asking developers to make sacrifices; it should set an example.
Traffic	<ul style="list-style-type: none"> › Plans to be made now for roads to deal with the increased traffic resulting from density. › The bridge is not worthy of heritage listing and it should be replaced with a modern, workable bridge. This is vital to deal with increased traffic / density.
Safety and Security	<ul style="list-style-type: none"> › Lighting needs improvement and trees trimming so they do not block out the light. › Surveillance cameras are a good idea.
Community Facilities	<ul style="list-style-type: none"> › Mix of beach / canoeing / restaurants etc. › Riverside is very sterile and needs to be made more interactive. › Dedicated cyclist bridge required. › Move library to the Council's land (parking area) in Moreau Mews.

Issue	Table 3 Comments
Study Boundaries	<ul style="list-style-type: none"> › The following questions were raised: Due to global warming, what will river levels be like in the future and where will the river foreshore be in 2048? How will the planning incorporate this? › The boundaries are not correct. › Need to consider adjoining residential areas. › Need to maintain highway through-way capability.



Issue	Table 3 Comments
	<ul style="list-style-type: none"> » Tapering heights are okay but the extent of higher density is too great. » Need to be mindful that development must be viable (TOD is great however it adds to costs). » The following questions were raised: How to plan for these vertical communities (high rise residential)? How will it impact on neighbour's quality of life? How do we ensure vertical communities stay connected to the precinct and not become gated communities or 'slums'? » Different opinions expressed: <ol style="list-style-type: none"> 1. High rise is okay if it is done well as drawn. 2. Height is okay if heights across cross sectional area shown are lowered. 3. Bring spread back in towards current setting, heights < 5 storeys.
Built Form / Building Heights	<ul style="list-style-type: none"> » Bullcreek resident's land values have dropped due to the Raffles. » Set 1. Need to have much higher buildings to accommodate increased population pressures and include affordable accommodation options. » Set 2. Don't go higher than the Raffles. Keep overall heights for each area. Keep maximum options as it can be rescaled if there are no sales / development. » Set 3. Lowest maximum height is 4 – 5 storeys along transport corridor and river. Don't want a Gold Coast design.
Car Parking	<ul style="list-style-type: none"> » Need safer places to drop-off public transport users. » Add a shuttle bus or CAT service to show good intent for the area and to show Council is prepared to take action as it has been talked about for a long time. » Different views regarding parking: <ul style="list-style-type: none"> » Actively encourage no-car precinct. » Will never get away from parking needs as locals will still use their cars, offices will still need parking. » Suggestion to retain the car park next to Tivoli / Library as the public square / open space. Alternatively the multipurpose community building (library, seniors etc) could go in the City of Melville car park on Moreau Mews and have way-finding back to the Tivoli with the current library as parking for the theatre.
Foreshore Land Uses	<ul style="list-style-type: none"> » Revegetate area. » Foreshore will be under water when sea levels rise. » Ensure the marine life in and quality of the river is not negatively



Issue	Table 3 Comments
	<p>impacted (no more pumps into the river).</p> <ul style="list-style-type: none"> » Ensure rubbish is managed. » Protect the wildlife by providing pathways etc. » Add drinking water, toilets, passive recreational facilities, use only S.B. expanded (??), public art, historical stories.
Land Use	<ul style="list-style-type: none"> » Need to provide “Kiss and Ride” in South Perth » Suggestion to put car park over drop-off area » Suggestion to put transfer point on Canning Highway (eg. Between Caltex and the overpass) and add a drop-off zone to transfer points. » Mixed use is okay regardless of preferred scale of development. » Need to put the community centre / ‘hub’ and town square in the same place but it needs to more central to the community and to transport eg. “heart” as shown near the overpass. » Should be pedestrian-centric and bike-centric in the precinct area.
Traffic	<ul style="list-style-type: none"> » Through traffic must be maintained.
Safety and Security	<ul style="list-style-type: none"> » Increased camera recording.
Community Facilities	<ul style="list-style-type: none"> » Toilets, seating, shade, rubbish and recycling bins

Issue	Table 4 Comments
Study Boundaries	<ul style="list-style-type: none"> » Some support for increasing the boundaries to proposed limits to provide more flexibility for development. » Some support for restricting the boundaries to the original study area so that it is not encroaching on existing land owners beyond the study region.
Built Form / Building Heights	<ul style="list-style-type: none"> » Ensure everyone can share in accessing river views. » General support for increasing height to the 20, 10, 5 levels propose. » Some preferred a limit of 10 storeys and then taper back from this (eg. 10, 8 – 6, 5). » Increased density supports greater influx of younger people and cross section of ages into the precinct. » A future bridge at Canning Highway should be architecturally impressive and be an entry statement. » Foreshore (especially near Canning Bridge) should also be a beautiful



Issue	Table 4 Comments
	entry statement.
Car Parking	<ul style="list-style-type: none"> » Should be underground. » Parking for train station should be “Kiss and Ride” or via public transport. » Commercial developments should provide adequate parking for their users, plus additional public parking for café patrons etc.
Foreshore Land Uses	<ul style="list-style-type: none"> » Foreshore along Canning Beach Road (Applecross side) should be beautiful. » Consider dredging Applecross river side. » Ensure provision of cages, small interesting shops on ground floor on the river along Canning Beach Road.
Land Use	<ul style="list-style-type: none"> » More cafes, restaurants etc in the precinct that stay open after 5pm. » Some support for more ‘retail’ boutiques and a variety of shops to create interesting areas that attract people, provide employment etc.
Traffic	<ul style="list-style-type: none"> » Huge concerns about the volume of traffic in the precinct now and in the future. » Need to reduce the amount of non-local traffic that comes down the local roads (eg Kintail, Ogilve and Reynolds Roads etc.). » Consider converting some sections of local roads to pedestrian malls etc.
Safety and Security	<ul style="list-style-type: none"> » Need to ensure good lighting. » Need CCTV monitoring and recording in the higher density areas. » More barricades along Canning Highway to stop vehicles crossing the median strip.
Community Facilities	<ul style="list-style-type: none"> » Want a larger, more modern and effective library with improved technology. » Need new facilities for senior citizens in the precinct. » Consider option of both sides of the highway (Applecross and Mount Pleasant) for the community hub with senior citizens, library etc. Don’t fix on one side only at this stage.
	<ul style="list-style-type: none"> » Need to move forward to get a more vitalised Canning Bridge precinct. <p>See attached table plan, Figure 16.</p>

Figure 16 – Focus Group Plan Table 4



Issue	Table 5 Comments
Study Boundaries	<ul style="list-style-type: none"> » Transitional boundaries should be brought back to where it was originally shown as the boundary is now too far. » Most agreed with the boundaries (3 lines). » Boundary lines should not be marked on as roads but unsure as to the best solution. » All boundary stages should be zoned.
Built Form / Building Heights	<ul style="list-style-type: none"> » Heights should be gradually proportional from one boundary line to the other (eg Not from 10 storey to single storey). » All agreed that performance criteria is a good idea but are sceptical how it will work when implemented. » Different heights will provide access to different facilities so there is no need to leave the area for daily needs. » 20+ height only allowable if it is performance based eg create a pleasant, green, sustainable building.



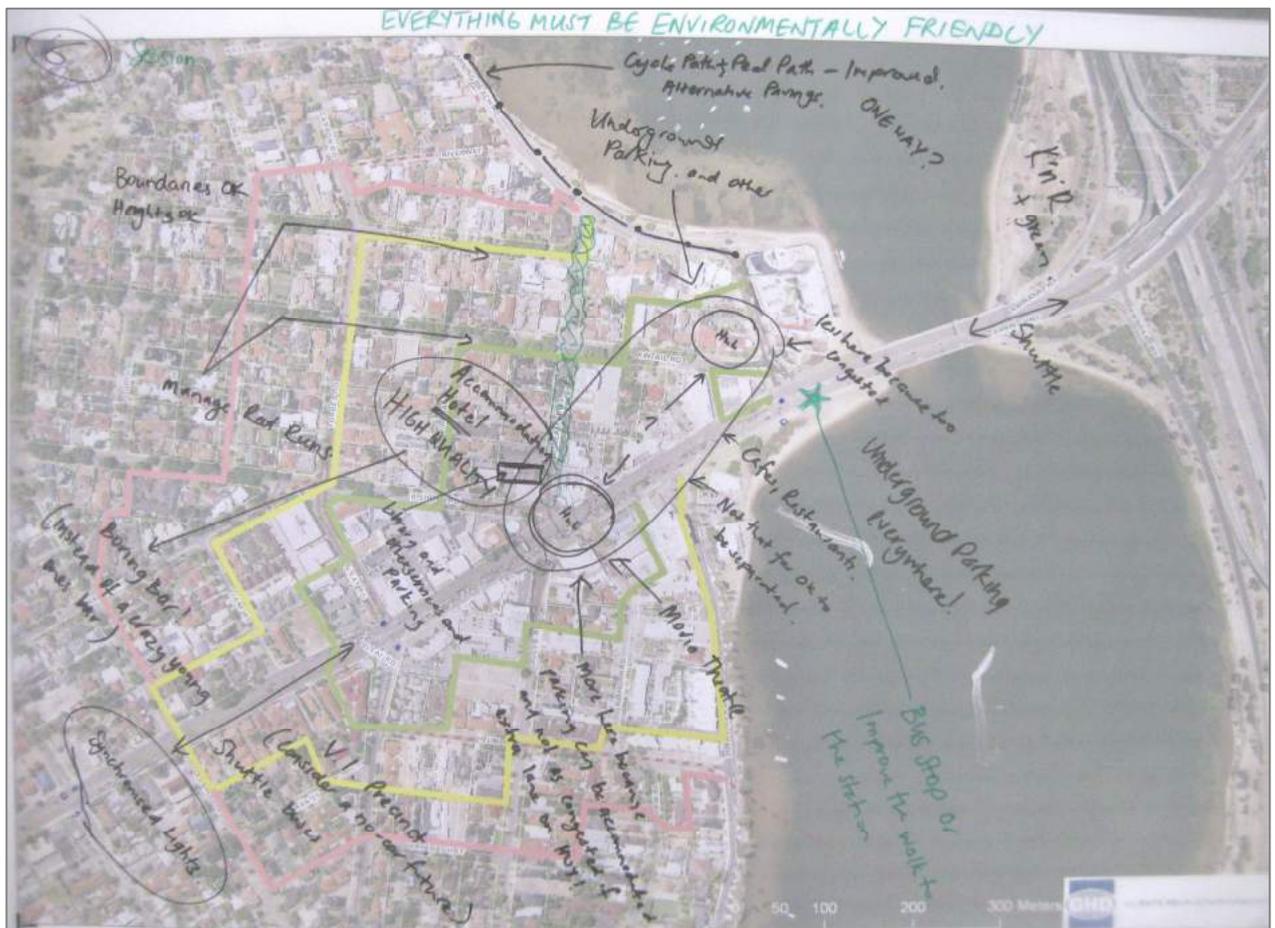
Issue	Table 5 Comments
Car Parking	<ul style="list-style-type: none"> » Underground parking. » All parking needs to be aesthetically pleasing. » Council needs to decide on the number of bays for public use. » Dedicated parking for commercial use. » Find another area close to the precinct and have shuttles to take people from the car park to the train station.
Foreshore Land Uses	<ul style="list-style-type: none"> » Widen streets if parking will be on the streets. » Potentially reclaim the shallow end and create a precinct with cafes, restaurants etc. » Develop foreshore as pleasant open spaces with seating as a break from the busy precinct. » Leave it as it is.
Land Use	<ul style="list-style-type: none"> » Within the green line there should be a mix of commercial, business, residential, recreation and community facilities. Perhaps a shopping centre (District Centre). » Within the yellow boundaries there should be residential and commercial mixed use (Commercial Centre). » Within the pink line there should be residential (Residential Centre).
Traffic	<ul style="list-style-type: none"> » Needs to be carefully considered at the time of planning and development.
Safety and Security	<ul style="list-style-type: none"> » Needs to be carefully considered during planning and development eg no alley ways, walkthroughs etc.
Community Facilities	<ul style="list-style-type: none"> » Provision for the ageing population and child care should be part of the performance criteria. » Medical centre, library with a coffee shop and child care etc. should all be in close proximity. » Public open spaces at the district centre. » Monorail to link the business district to the station.

Issue	Table 6 Comments
Study Boundaries	<ul style="list-style-type: none"> » Concern that workshop comments won't be taken into account – if we make suggestions we'd like to be sure that our ideas are taken into account. » It is okay if the road is expanded to Sleet Road or Ullapool Road as long as heights are graded through precincts.



Issue	Table 6 Comments
Built Form / Building Heights	<ul style="list-style-type: none"> » Overshadowing needs to be considered in this development. » 20 storey area is okay providing there is a concrete agreement between what is given (in terms of development) and what is developed.
Car Parking	<ul style="list-style-type: none"> » Police the parking of Moreau Mews. » Need to manage parking and traffic. » Have identifies for train parkers and allocate train parking in certain areas. » Street parking limited to residents only in residential streets. » Underground parking. » Audit possible parking.
Foreshore Land Uses	<ul style="list-style-type: none"> » Oval and green space. » Must be made more accessible because of highway issues. » Access to rail is abysmal. » User managed parking and facilities eg Rowing club » Parking near rail should not be a permanent parking area – only for kiss n ride » Green spaces need to have flow.
Land Use	<ul style="list-style-type: none"> » Close Moreau Mews.
Traffic	<ul style="list-style-type: none"> » Need to manage speed on Canning Beach Road with speed controls.
Safety and Security	<ul style="list-style-type: none"> » Security is needed eg patrols, guards. » ID in strategic areas.
Community Facilities	<ul style="list-style-type: none"> » Hub as per plan.
	<ul style="list-style-type: none"> » Support for the concept of urban rather than sprawl. » Sustainability must be included all development should be as environmentally friendly as possible and done correctly the first time. » All technical work should be done up front. » Managing traffic flow and parking are priority issues. » The plan is excellent and eagerness to get started on it was expressed. <p data-bbox="494 1904 925 1957">See attached table plan, Figure 17.</p>

Figure 17 – Focus Group Plan Table 6



6.8 Outcomes

As a result of Community Forum 3, GHD has identified the key issues raised & discussed in the Focus Groups, surveys and generally on the evening. The following reflects the key issues which will be informing the broader project:

Study Boundaries

- » Boundaries are generally acceptable but could be extended to Reynolds road.
- » Transit Oriented Development (TOD) policy can be applied around the bus services down the highway and not just the rail station. Additional road lane required from the bus service.
- » Plans should incorporate global warming/sea level rise
- » The boundaries still need some consideration – better buffer between higher parts and existing lower density parts.
- » Tapering heights are okay but the extent of higher density is too great.



- » Make sure planning for vertical communities (high rise residential) considers impact on neighbour's quality of life, connectivity to the precinct and ensures that the precinct doesn't become gated communities or 'slums'
- » Support for restricting the boundaries to the original study area so that it is not encroaching on existing land owners beyond the study region.

Built Form / Building Heights

- » High rise is okay if it is done well as drawn – general support for the heights proposed as long as height only allowable if it is performance based e.g. create a pleasant, green, sustainable building, affordable housing etc Also, ensure that views are accessible to many rather than few.
- » Heights should be reduced from those proposed.
- » Need the taller buildings along the existing commercial / retail corridor.
- » Requires improved road and infrastructure to support the density.
- » Increased density supports greater influx of younger people and cross section of ages into the precinct.
- » A future bridge at Canning Highway should be architecturally impressive and be an entry statement. The foreshore and the Tivoli hall should also play an important role in identifying the precinct.
- » Heights should be gradually proportional from one boundary line to the other (eg Not from 10 storey to single storey).
- » Overshadowing needs to be considered in this development.

Car Parking

- » Public car parking should be underground and all parking needs to be designed to be aesthetically pleasing.
- » Government should facilitate the parking on the land it owns near the rail station and should be "Kiss and Ride" or via public transport.
- » Need safer places to drop-off public transport users.
- » Add a shuttle bus or CAT service to show good intent for the area and to show Council is prepared to take action as it has been talked about for a long time.
- » Encourage reduced car usage
- » Suggestion to retain the car park next to Tivoli / Library as the public square / open space. Alternatively the multipurpose community building (library, seniors etc) could go in the City of Melville car park on Moreau Mews and have way-finding back to the Tivoli with the current library as parking for the theatre.
- » Commercial developments should provide adequate parking for their users, plus additional public parking for café patrons etc.
- » Council needs to decide on the number of bays for public use.
- » Manage/police the parking throughout the precinct and street parking limited to residents only in residential streets.



Foreshore Land Uses

- » Need to upgrade/revegetate the foreshore and consider possible sea level rises.
- » River reclamation between Canning Highway and Deepwater Point.
- » Ferry / marine / docking facilities on Raffles side, restaurants, community facilities, public facilities – barbeque's, toilets – seating, drinking water, public art etc
- » Ensure the marine life in and quality of the river is not negatively impacted (no more pumps into the river).
- » Ensure rubbish is managed and protect the wildlife by providing pathways etc.
- » Parking near rail should not be a permanent parking area – only for kiss n ride
- » Separation of cyclists and pedestrians is imperative as is improved access to the rail station.

Land Use

- » Sink Canning Highway from about Ullapool Road across the river, get rid of the traffic that will impact on people and make the area above a community precinct with a pedestrian area / city square area.
- » Need to put the community centre / 'hub' and town square in the same place but it needs to be more central to the community and to transport eg. "Heart" as shown near the overpass.
- » More cosmopolitan uses – more cafes, restaurants and 'retail' boutiques etc in the precinct that stay open after 5pm.
- » Within the heart of the precinct there should be a mix of commercial, business, residential, recreation and community facilities, the surrounding area should be residential and commercial, and the outer area should be residential.
- » There is plenty of open space as we are surrounded by river / beach / Heathcote etc, although land underneath Heathcote is under-utilised.
- » Council should not be selling any land it currently owns (the area next to Tivoli). Council is asking developers to make sacrifices; it should set an example
- » Need to provide "Kiss and Ride" in South Perth, and perhaps put car park over drop-off area
- » Should be pedestrian-centric and bike-centric in the precinct area

Traffic

- » Reduce/manage traffic speed on Canning Highway but maintain through traffic.
- » Plans to be made now for roads to deal with the increased traffic resulting from density - the bridge is not worthy of heritage listing and it should be replaced with a modern, workable bridge. This is vital to deal with increased traffic / density.
- » Concerns about the volume of traffic in the precinct now and in the future.
- » Need to reduce the amount of non-local traffic that comes down the local roads (eg Kintail, Ogilve and Reynolds Roads etc.).
- » Consider converting some sections of local roads to pedestrian malls etc.



- » Close Moreau Mews.

Safety and Security

- » Safe/secure design should be the responsibility of authorities and developers.
- » Security is needed eg patrols, guards - identify strategic areas. Surveillance cameras are a good idea.
- » Lighting needs improvement and trees trimming so they do not block out the light.
- » More barricades/design elements along Canning Highway to stop vehicles crossing the median strip.

Community Facilities

- » Higher density will increase rates income dramatically increasing the ability of council to provide funds for community facilities. A community hub as described is supported, with better senior citizens facilities.
- » Consider option of both sides of the highway (Applecross and Mount Pleasant) for the community hub with senior citizens, library etc. Don't fix on one side only at this stage – for equity.
- » Riverside is very sterile and needs to be made more interactive, beach, canoeing, restaurants, toilets, seating, shade, rubbish and recycling bins
- » Dedicated cyclist bridge required.
- » Want a larger, more modern and effective library with improved technology, move to the Council's land (parking area) in Moreau Mews.

Other

- » Need to move forward to get a more vitalised Canning Bridge precinct.
- » Support for the concept of urban rather than sprawl.
- » Sustainability must be included in all development – development should be as environmentally friendly as possible and done correctly the first time.
- » All technical work should be done up front including traffic and parking strategies



7. Conclusions

The majority of attendees at all three sessions communicated an understanding of the inevitability of future change in the precinct. Whilst some expressed significant concerns for increased development, a substantial number of attendees also expressed desire to be proactive in the change to ensure that future development is carefully planned with high quality architectural design and positive community benefits.

The Community Forums have generally expressed the following as key themes:

- » Tall buildings and increased density are generally supported *only if* as the end product (the buildings) are well designed, long lasting and architecturally impressive and provide pleasant and attractive streetscapes. Sustainable buildings which provide public spaces and multiple access opportunities (green roofs, rooftop terraces etc) are fundamental to the revitalisation of the area.
- » The heights proposed in the plans shown should carefully consider wind and noise as well as adequate transitions so that the 'new' vertical communities are approved after consideration of impact on neighbour's quality of life, connectivity to the precinct etc. It will not be acceptable to simply jump from 4/5 storeys to 10 storeys across the road. A reduction in heights in some areas may be necessary to achieve this.
- » Taller structures should be focused on the Canning Highway and tier down from the Highway to the River.
- » Public car parking should be underground and all parking needs to be designed to be aesthetically pleasing. Additionally, the State Government should facilitate parking on the land it owns near the rail station and should be "Kiss and Ride" or via public transport.
- » A shuttle bus or CAT service should be considered in the precinct as a show that Council is prepared to take action and support the intensification of the precinct.
- » Plans/technical studies to occur now to consider the increased traffic resulting from increased density. This is vital to deal with potential increased traffic intensity.
- » A future bridge at Canning Highway should be architecturally impressive and be/comprise an entry statement. The foreshore and the Tivoli hall could also play an important role in identifying the precinct.
- » A more cosmopolitan mix of uses is critical – more cafes, restaurants and 'retail' boutiques etc in the precinct that stay open after the office uses of the precinct close down.
- » Higher density will dramatically increase the ability of council to provide funds for community facilities. A community hub as described is strongly supported. Ferry and/or docking facilities are supported on the foreshore, as well as restaurants, community facilities, barbecue's, toilets, seating, drinking water fountains, public art etc
- » Better security will be needed in the future of the precinct (and now) eg patrols, guards, surveillance cameras, lighting etc.
- » Streets must be designed to be attractive and safe. Street trees are absolutely necessary and contribute to the sense of place for people who already use the precinct.



The task for the broader project now will be to incorporate the expectations and ideas/comments that have come from these Forums. The involvement of the community in these Forums has been vital to the future of the precinct and will prove to be fundamental in developing the vision which will form part of the precinct plan.

7.1 Next Steps

In terms of the delivery of the project, the project timelines from this point forward are generally:

March 2009	Briefing to Council's (City of Melville and City of South Perth)
April 2009	Council to consider Draft Precinct Plan
May/June 2009	Formal public submission period to commence
June 2009	Community Information Evening (as part of public submission period)
July 2009	Draft Precinct Plan review (subsequent to public submissions)



Appendix A
Register of Attendees

ID	Surname	First Name	Suburb	Post Code	Work shop 1 11th Feb 2009	Work shop 2 14th Feb 2009	Work shop 3 18th Feb 2009
1	Abbott	Samdra	Mt Pleasant	6153	ü	ü	ü
2	Anderson	Ian	Shelley	6148	ü	ü	ü
3	Bain	Ian & Jill	Applecross	6153		ü	ü
4	Baker	Doug & Sadie	Mt Pleasant	6153			ü
5	Baruffi	Kevin				ü	
6	Bobey	Andrew	Applecross	6153			ü
7	Brown	Jim				ü	ü
8	Brown	Keith McMillan	Canning Bridge	6153			ü
9	Burton	Ian				ü	ü
10	Calder	Liz				ü	
11	Caratti	Shirley	Applecross	6153	?		ü
12	Carlsson	Deborah & Nils	Applecross	6153		ü	ü
13	Casey	Chris & Karen	Applecross	6153			ü
15	Chantry	Coral	Canning Bridge	6953		ü	
16	Cooper	Margaret	Applecross	6153	ü	ü	ü
17	Coxon	John	Mt Pleasant	6153			ü
18	Creed	Kate	Applecross	6153		ü	
19	Cunningham	Phil			?		
20	Cunningham	Helen			?		
21	Del Casale	Mary & John	Mt Pleasant	6153		ü	ü
22	Dudley	Merv	Canning Bridge	6153			ü
23	Edmonds	Judi	Booragoon	6154			ü
24	Evans	Jane	Myaree				ü
25	Francis	Laurie	Mt Pleasant	6153			ü
26	Geers	Keith	Mount Pleasant	6153	?		ü

27	Giangiulio	Nella	Applecross	6153		ü	
28	Gordon	Tom	Applecross	6153			ü
29	Gorjy	Shahyar	Shelley	6148	ü	ü	ü
30	Gorjy	Faryar	Applecross	6153			ü
31	Guy	Jan	Applecross	6153		ü	ü
32	Hanlon	Paul & Peta	Applecross	6153			ü
33	Hooker	Janette Elizabeth			?		
34	Hughes	Ross	Canning Bridge	6953			ü
35	Hurley	Mary & John	Mt Pleasant	6153		ü	
36	Jackson	Peter			ü	ü	
37	James	Bruce	Applecross	6153		ü	ü
38	James	Graham	Mt Pleasant	6153			ü
39	Keys	Ryan	Bateman				ü
40	King	John	Applecross	6953		ü	
41	Lee	Terry			ü		
42	Livesy	Mary	Applecross	6153			ü
43	McCarthy	Ben				ü	ü
44	McGhee	James & Pamela			ü		
45	McNally	Norm	Canning Bridge	6953	ü	ü	ü
46	McNally	Rob			ü		
47	Merrifield	Kevin	Mt Pleasant	6153			ü
48	Moffat	Angus	Applecross	6153	ü		ü
49	Murphy	Jenny	Mt Pleasant	6153			ü
50	Neilson	Lorna				ü	ü
51	Nicholls	John	Applecross	6153			ü
52	O'Brien	Glen			ü		
53	Orton	Don			ü		

54	Overkov	Nick	Booragoon	6954			ü
55	Paduano	Tony			ü	ü	
56	Parry	Helen	Applecross	6153			ü
57	Pesich	Dr Fran	Booragoon	6153		ü	ü
58	Petrossian	Sarkis	Applecross	6153			ü
59	Pomfret	Mark	Perth	6000		ü	
60	Pomfret	Alan			ü		
61	Rodoreda	Gary	Applecross	6153		ü	
62	Rubery	Caroline			ü	ü	
63	Rubery	Caroline			?		
64	Rummins	Kylie	Booragoon	6955			ü
65	Saunders	Barry & Judy	Applecross	6153	?	ü	
67	Schutte	Hans					ü
68	Sharpen	Sandy	Booragoon	6154			ü
69	Simpson	Beverley			ü		
70	Simpson	Jennifer			ü		
71	Smith	Rob	Applecross	6153	ü		ü
72	Smith	Murray			ü		
73	Stojanovski	Tibor			?		
74	Stojanovski	Janette Elizabeth			?		
75	Teissier	Franck	Melville	6156	ü	ü	ü
76	Thornton	Barry	Applecross	6153			ü
77	Verboon	Arno			ü		
78	Walton	Andy			?		
80	Warnes	Doug	Willetton	6155			ü
81	Watson	Allan J				ü	
82	Westrip	Joyce	Mt Pleasant	6153		ü	ü

83	Wood	R. John & Jan	Applecross	6153			ü
84	Woollard	Dr Janet	Applecross	6153			ü
85	Wright	Ken & Alice	Applecross	6153	?		ü
86							
87	City of Melville Staff						
88	Aubrey	Russell			ü	ü	ü
89	Barton	June					ü
90	Carey	Clare			ü		
14	Ceniviva	Tony			ü	ü	
91	Clarke	Veronica					ü
92	Davis	Kym			ü	ü	
93	Everette	Harvey			ü		ü
94	Halton	Chrissy					ü
95	Pazolli	Nick				ü	ü
96	Spencer	Martin			ü	ü	ü
97	Wieland	Guy					ü
98	Young	Christine			ü	ü	ü
99		Teresa			ü		ü
100		Marcia					ü



Appendix B
Community Survey



CANNING BRIDGE RAIL STATION PRECINCT – CITY OF MELVILLE COMMUNITY QUESTIONNAIRE

The City of Melville is working in partnership with the Western Australian Planning Commission and the City of South Perth in a planning study of the Canning Bridge Rail Station Precinct.

The purpose of the Study is to consider possibilities for a vibrant activity centre at the bus and rail interchange at Canning Bridge. The study area is considered to be a comfortable 'walkable catchment' from the rail station (800m approx radius).

As part of this study, we are consulting with residents who live around the centre to understand how to manage the connections between the Canning Bridge Rail Station and the Applecross and Mt Pleasant areas, as well to understand the existing needs of the local community.

Please take a few moments to provide feedback about your experiences with living near the Canning Bridge Rail Station.

What do you like about living near the Canning Bridge Rail Station?								
		Access to Public Transport	Proximity to the City	Neighbourhood 'Feel'	Access to shopping and services	Access/ Proximity to river	Access to Public Open Spaces	Safety and Security
	
	Other (provide comment)							
What would you like to change about living near the Canning Bridge Rail Station and do you have any suggestions for improvement?								
		Access to Public Transport	Proximity to the City	Neighbourhood 'Feel'	Access to shopping and services	Access/ Proximity to river	Access to Public Open Spaces	Safety and Security
	
	Other (provide comment)							

Can you list the community services that you utilise in the Canning Bridge area?						
		Library	Tivoli Theatre	South of Perth Yacht Club	Rowing Clubs	None
	
	Other (provide comment)					
Are there other community services you would like to see in the Canning Bridge area?						
	Please list:					
What do you like about the existing community services in the Canning Bridge area?						
	Please list:					
What could be improved about the existing community services in the Canning Bridge area?						
	Please list:					

Overall, how would you rate your satisfaction with the following aspects of the Canning Bridge Rail Station Precinct?							
		Very Satisfied	Satisfied	Neither Satisfied nor Dissatisfied	Dissatisfied	Very Dissatisfied	Don't Know
Parking							
Availability of Parking	
Location of Parking	
Rail Patron Informal Parking	
Built Form							
Building Heights	
Architectural Design	
Property Maintenance	
Access/Transport							
Quality of Bicycle Paths	
Bicycle Path Network	
Availability of Bicycle parking	
Quality of Footpaths	
Footpath Network	
Availability of Public Transport	
Accessibility through the precinct	
Distance to public transport	
Public Amenity/Public Spaces							
Quality of areas for public use (e.g. areas for rest and relaxation)	
Location of public open space areas	
Number of areas for public use	
Protection from weather (shade from sun and shelter from rain)	

Overall, how would you rate your satisfaction with the following aspects of the Canning Bridge Rail Station Precinct?							
		Very Satisfied	Satisfied	Neither Satisfied nor Dissatisfied	Dissatisfied	Very Dissatisfied	Don't Know
	Public facilities (e.g. public toilets, water fountains)	..	..	..	..	..	..
Look and Feel							
	Public artwork	..	..	..	..	..	..
	Look and feel of the precinct	..	..	..	..	..	..
	Distinct character	..	..	..	..	..	..
	Look and quality of the trees	..	..	..	..	..	..
Safety and Security							
	Safe access to the rail station	..	..	..	..	..	..
	Feeling safe during the day	..	..	..	..	..	..
	Feeling safe at night	..	..	..	..	..	..
	Adequacy of street lighting	..	..	..	..	..	..
Social							
	Places to meet friends, conduct meetings	..	..	..	..	..	..
	Places to get community information	..	..	..	..	..	..
	Places that encourage me to stay a while	..	..	..	..	..	..
	Diversity of housing prices and type	..	..	..	..	..	..

What street do you live in?

.....

Thank you for taking the time to complete this survey. Please return the survey as you leave this evening.





Appendix C

Sustainability Framework



Sustainability Framework

Key Performance Categories and Sustainability Priorities

**Preferred Target
Acceptable Target
Baseline Target**

Governance	Objectives	Criteria	Performance Indicators
Leadership and Management of Sustainability Practice in the precinct	Ensure proper operational management of the precinct to meet ESD performance targets	Council accepts responsibility for achievement of meeting agreed sustainability targets through the management of water, energy, waste and building operations.	Percentage of the time the precinct has met the agreed targets on energy, water, waste and building operations in the defined reporting period

Energy	Objectives	Criteria	Performance Indicators
Envelope Thermal Performance	Increase the thermal performance of the building envelope	Buildings to achieve a high level of thermal performance in terms of building envelope under BCA	Achieve a high performance on the building energy rating for BCA Class X (office)
Renewable Energy	Enable the provision of on-site renewable power for operational consumption	New development to generate all or most of its operational power from on-site renewable energy sources.	Achieve a high percentage of on site renewable energy generation for operational use of development.
Energy Use Monitoring	Monitor operational energy use to reduce consumption to within desired targets	Install sub-metering and other demand management technology to reduce energy consumption	Achieve a high percentage of coverage
Energy Efficiency	Reduce energy demand through energy efficient lighting and appliances	New building to install energy efficient lighting (e.g. compact fluorescent lighting / LED) and appliances.	Achieve a range of efficient lighting power densities W/m2 per 100 lux.



Sustainability Framework

Water	Objectives	Criteria	Performance Indicators
Water Efficiency	Reduce the use of potable scheme water through provision of water efficient fixtures and fittings.	Development to include water efficient fixtures and fittings.	Percentage of fixtures and fittings that are above the minimum WELS star rating.
Water Use Monitoring	Monitor and manage the use of potable water consumption in buildings and across the precinct.	Have water meters installed for major water uses (including leak detection)	Achieve a high percentage of on site renewable energy generation for operational use of development.
Increasing Non-Potable Water Supply (Rainwater)	Increase non-potable water use by harvesting rainwater to displace current potable water use.	Development to be connected to precinct-wide rainwater harvesting system for current potable uses such as toilet flushing and cold water laundry inlet.	Percentage of rainwater harvested and re-used for toilet flushing and cold water laundry inlet consumption
Increasing Non-Potable Water Supply (Wastewater)	Increase non-potable water use by harvesting wastewater to displace current potable water use	Percentage of wastewater harvested and re-used for current potable uses such as garden irrigation / ground water recharge (and others specified by DoH.	Development to be connected to precinct-wide wastewater harvesting system for current potable uses such as garden irrigation / ground water recharge using approved Department of Health standards and guidelines.
Water Efficiency (Hot water Re-circulation Systems)	Reduce water consumption by providing hot water re-circulation units to deliver hot water to fixtures quickly without waiting for the water to get hot	Development to include the installation of hot water recirculation units throughout the building.	Percentage of taps in each given building (or across the Estate) connected to hot water re-circulation system.



Sustainability Framework

Building Operations	Objectives	Criteria	Performance Indicators
Ventilation Rates	To encourage the provision of increased outside air rates in order to promote a healthy indoor environment	All buildings to include ventilation systems to increase proportion of outside air rates.	Percentage improvement on the minimum possible ventilation rates above AS 1668.2-1991.
Natural Ventilation	To encourage building design that maximises natural ventilation for cooling.	All buildings to be designed for maximum natural ventilation and installation of low energy cooling / ventilation technologies such as ceiling fans, evaporative cooling, water / landscaping features.	Percentage of the building that uses natural ventilation for cooling requirements.
Natural Light	To ensure an adequate level of daylight for office building users.	All office buildings achieve a specified daylight factor.	Percentage of office buildings in the precinct to have a daylight factor greater than 2.5%.
Indoor Pollutants	To reduce the use of material that may potentially harm occupant health.	The development of infrastructure in the precinct and its buildings to reduce and ideally eliminate use of materials e.g. VOC's, formaldehyde, PVC.	Overall percentage reduction in the use materials with high VOC's, formaldehyde and PVC.
Thermal Comfort	To encourage buildings to be designed for comfort (i.e. humidity, air movement levels etc) than on just temperature.	All buildings in the precinct to ensure an acceptable level of comfort for its occupants.	Percentage of floor space covered by air conditioning system design with predicted mean vote (PMV) levels between -1 and +1 for 98% of the time.
Refrigerants	To encourage the reduction of ozone-depleting substances from air-conditioning.	Air conditioning systems to have an ozone depletion potential of zero.	Percentage of air conditioning systems in the Estate with an ODP of zero.



Sustainability Framework

Materials & Waste	Objectives	Criteria	Performance Indicators
Recycling Construction and Demolition Waste	To reduce generation of construction waste going to land fill.	Maximise the practice of recycling building materials during the construction and demolition phases of development.	Percentage of construction and demolition waste to be recycled.
Reduction of Embodied Energy of Building Materials	To minimise resource consumption through material selection, use and re-use initiatives.	The design of buildings and infrastructure in the precinct to utilise low-embodied energy materials e.g. cement replacement and high recycled content.	Percentage of low embodied energy material and substitutes for various material classes.
Opportunities to Maximise Green Space	Maximisation of the roof space as productive green space for building tenants.	All buildings to include landscaping with a green roof that demonstrates a waterwise garden, the use of local species, suitable food trees and crops and other suitable Australian and low-water using plants.	Percentage of the building's roof space that is to used for green space.

Community	Objectives	Criteria	Performance Indicators
Mixed Use Development	Provide a variety of uses in buildings that creates amenity, diversity and potential employment.	Mix of uses in each building with flexible spaces at ground street level.	Maximum percentage of one use (e.g. office, residential or retail) in any given building and design that allows variation of spaces at street level .
Universal Access	Enable universal accessibility to and within the precinct and buildings.	Universal access features to be included across the precinct and buildings including wider doorways, flat continuous pathways and light switches one metre above floor level.	Percentage of the trafficable floorspace of the precinct with universal access design measures (exception being fire escapes and other essential services).



Sustainability Framework

Transport	Objectives	Criteria	Performance Indicators
Bicycle facilities (Storage)	To encourage building occupants to cycle to work by providing bicycle parking facilities that is safe, usable and readily accessible.	All buildings to provide adequate storage for cyclists.	Percentage increase of bicycle storage above the amount required under Australian Standard 2890.3 – Bicycle Parking Facilities.
Bicycle facilities (End-of-Trip)	To encourage building occupants to cycle to work by providing adequate on-site facilities.	All non-residential buildings to provide end-of-trip facilities for cyclists.	Percentage of workplaces with over 30 employees to provide a staff shower, locker, iron and ironing board & hair dryer.
Car parking	To encourage employees to use alternative modes of transport by limiting car parking spaces.	The precinct and individual buildings to reduce parking provision for its tenants.	Percentage reduction in number of bays per square metre of commercial / retail floor space in the Parking Policy

Economic Development	Objectives	Criteria	Performance Indicators
Stimulation of employment	Attract businesses that provide job opportunities.	Employment population in precinct operation.	Commercial space in the precinct.
Financial Return	Adequate returns for the public via the Local government.	Project Profit and Loss Local Government Returns.	Internal Rate of Return / Net Present Value.
Local Economic Re-generation	Stimulation of new business activity.	Attraction of business investment and returns in the development and surrounding areas.	Number of new businesses in the Precinct as a result of this development.



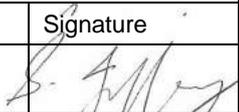
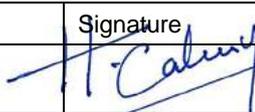
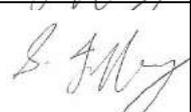
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