ATTACHMENTS

Ordinary Council Meeting

24 September 2019

ITEM UNDER SEPARATE COVER:

10.0.1 Amendments to Canning Bridge Activity Centre Plan

- Attachment (d)

City of South Perth

ATTACHMENTS TO AGENDA ITEMS

Ordinary Council - 24 September 2019

Contents

Canning Bridge Activity Centre Plan Review - Citizen Stakeholder Group Summary

July 2019

City of South Perth

S+U SHAPE URBAN

ACKNOWLEDGEMENT

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

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

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

Prepared by Shape Urban for the City of South Perth

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

1. Introduction

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

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

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

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

1.1 Purpose

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

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

1.2 Materials

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

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

2. Summary of Proceedings - Day 1

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

Timing	Discussion
1.00pm	Welcome and Introductions
1:10	Getting to Know You
1:25	The Remit
1:35	Priorities – first thoughts
1:50	Presentation: Architects – what do they consider, how do they design for a site? Trent Woods – Office Woods Architects
2:30	Presentation: Office of the Government Architect – Design Review Panels Barbara Gdowski – Manager State Design Review Panel
3:15	Break
3:30	Key Themes – what did everyone else say/what was the focus
3:45	Group discussions (thinking about what improvements to make) Theme-by-theme discussion • Design Quality – High Standards • Design character - integration • Parking • Privacy • Access to sunlight • Preserve/maintain trees
4:45	Recap and expectations for Day 2
5:00pm	Thanks and close

2.1 Citizen Stakeholder Group and Community Priorities

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

Priorities - What You Said
• Lifestyle • Overshadowing x 3 • Need infrastructure • Better infrastructure • Liveability • Innovation "smart" design • Good build / design units. Min impact on Neil McDougall Park (wetland). Improved Station access. • Inclusive sustainable urban village • Sustainable liveability • Overdevelopment. Overcrowding. Traffic congestion. • Keeping character. • Integration of Buildings built on (i) individual blocks (ii) by diff developer (iii) over a number of years. • Provision for group dwellings on microlots to provide greater diversity of housing types • Fair and equitable • Consider future development of narrow lots that may be left as remnant lots after development of adjacent lots • DO 19.3 says M15, M10, H8 shall manage waste wholly within the developments site. But SPCC says H4 must not have this and must use Council trucks • Noise and parking for new developments. Parking. Pedestrian access to the train. Over shadow of property. Crime. Compare development Applecross side

Priorities - What You Said
• Better pedestrian and cyclist access into and through the Activity Centre • Safer and more convenient • Vehicle management: • Pedestrian priority • Managed parking – resident permit only • Dedicated cycle paths • Off carriage way parking • Pedestrian access to Canning Bridge Station • Demographics manage by number of bed room apartment per building • Traffic flows to accommodate growth of population • Keep mature trees, i.e. update verge trees and replace all missing street trees • Connectivity • Robust Transition Plan • Effective Transition / Connectivity • Green open space for social use. Mature Trees • Green space
The biggest opportunities
• Set the bar high • Make CBACP recognised as 'best practice.' Do not settle for mediocre • Community green spaces • Creating an integrated, connected, walkable community with beautiful buildings and active streets.

2.2 Industry Perspectives

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

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

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

2.3 Discussion of Key Themes

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

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

The CSG provided the following responses to the topics.

Key Theme	Responses
Design Quality	• Have either maximum amount of levels or height but not both. i.e. if a developer wants higher ceilings-> leads to better quality design. • Quantify design quality. • Canning Bridge encourage adoption Design WA. • Anything that goes to JDAP should incorporate considerations of Design WA once adopted. • Planning scheme will adopt Design WA as soon as adopted. • 10 storey design should have a wider community consultation. • Transitions: wall of similar height buildings from the idea of "right and best use." • Missing middle housing. • Desirable housing guidelines, aging in place, universal design. • Adopt Design WA "guidelines" as minimum requirement for development. • Architects; sustainability of buildings; green roofs; solar panels; one-site was management; composting. • High efficiency design – insulation, noise isolation. • Quality of material.

Key Theme	Responses
Design Quality (cont.)	• Increased star rating minimum. • Surveyor appointed by council. • Solar. • Must allow DRP recommendations. • Greater bonus for significant land assembly and resolve suitable, more holistic local development plan for precinct. i.e. + 3000m2 lots can ^ height of feature tower, provided overlooking + overshadowing has severe no impacts. • 3D perspectives, animations and walk-through of proposals as part of the D.A. requirements. • Usage of star energy ratings – even increase the rating.-would facilitate use of quality materials to reduce noise, energy use (double-glazing) insulation etc. • Use of roof gardens to add tree canopy. • Adequate cross ventilation to minimise use of air conditioners.
Design Character	• Integration; diverse housing mix; terraced housing; laneways. • Built form variety. • Reserve spaces; nominated parcels of land; organise purchase of land in M10 & M5 zones. • H4 H8 zones. M10. More activity; clarification on bonus heights; Q location of bus port away from prime land; residential access to river away from CB interchange; ^ level of risk for pedestrian Red Spot!!! Wherever it is, make sure it's connected. • Encourage adopting Design WA into CBACP. • Plazas, town centres, quadrant, publicly accessible roof top spaces for the precinct. • NSW; SPP 65; Apartment Design Guide; Best practice take outs from Apartment Design to add to Canning Bridge Structure Plan. • Development controls + built form req. that facilitate the missing middle dwelling typologies. Muse housing; living laneways; terrace housing; courtyard housing; fonzi flats; micro-lot dwellings. Complimentary to apartments but req. zero rear or side setbacks etc. • Integrated landscape dwellings. i.e. 20% of apartments to have landscape of 2m2 on balconies. • Balconies +20% to allow for lifestyle + the landscapes/ pot plants to balconies.

Key Theme	Responses
Design Character (cont.)	• Green walls/vertical greening. Building heights + setbacks should have a relationship/ ratio to the road reserve width. i.e. 20m road reserve= 4 storey podium + then a tower element that is no greater than its setback to road reserve plus the road reserve width (i.e. 6m tower setback= 26m tower). • Incentive retention. Deep soil zones for large trees, parking not in front setback -> landscaping instead. Maximum parking levels. • Design character integration; street trees retention; remove high cap; generous floors; high ceilings; remove height; deep soil zones; permeable eyes on the street; solar access to living areas; generous balconies with solar access; moveable privacy panels; basement parking. • Incentivise amalgamation of lots for bonus height; trees along side boundaries; tree theme; step up from the street; much higher 3 bedroom owner occupiers; max 84% solar access; balconies not in setbacks. • CBACP-> current development built form controls relate to apartment typologies – they typically req. generous rear and appropriate side setbacks. • Compliment innovative and unique finer grain outcomes, such as courtyard housing, mews with living laneway principle zero lot side setback. Terrace homes can't be effectively utilised as part of the broader solutions. • "Theme" – what is Como? Como is desirable, Como is a bit posh, Como is leafy, Como is a good, safe neighbourhood. It's hip but with a family friendly suburban feel. It has history and character. • Street appeal – more mature trees. • More 3 bed dwellings – less 1 bed. • Allocate very skinny 'lots' for small parks/green spaces (government funded? Developer funded?) (Similar to Paris). A mix of apartment + playgrounds, gardens or parks every few blocks. • Variety of built form.
Privacy	• Get rid of balconies from within the setback limits. • Privacy -> eyebrow windows to "utility" rooms.

Key Theme	Responses
Parking (cont.)	• Reduce congestion. • Allow for widening of footpaths. • Woonerf 'living streets' – Dutch style. • Subterranean parking. • Construction of high rise parking that can potentially be redesigned into apartments. • Parking share tech? • Parking bays and tech. Use of technology to enable resident bays to be used for commercial or public transit to maximise use and return of the infrastructure. Reduce cost to residents/ strata subsidy. • Maximise no. of cars permissible. • Metered and timed as deters community parking on streets. • Descriptions; another access pt. to TS. • Dedicated parking facility close to TS. • Shared vehicle access; Note: may move away over time. But now we need it. • Car parking structure for current demands that can be adapted to other uses, i.e. residential. • Car parking-> For any bays additional to the 1 bay to dwelling should be on a separate title (can be sold on to other resident in building) so car ownership needs can be adjusted. • Off carriageway parking. • Prevent cars from littering streets. • Provide safer bike access. • May require streets converted to one-way. • Will also reduce speeds.

Key Theme	Responses
Access to Sunlight	• Overshadowing considerations. • Maximum overshadowing amount (e.g. like in new South Perth ACP draft where it is 84%!) • Solar farm for overshadowed existing dwellings subsidized by new property developers. • Setbacks and podiums in M10 + M15. • Adopt maximum 80% overshadowing at 21 June like SPACP draft plan. • Look at stepping buildings as the height increases to protect sunlight access.
Preserve/ Maintain Trees	• Increase setback area to increase landscaping. • Landscaping to be more than a few shrubs. • Deep root zones; trees along north and south boundaries to ^ tree canopy; liveability to buildings incentivise. • Visitors parking -> at front of buildings -> how do we get it into the main area (i.e. not in the setback!). Keep the front of buildings/developments for trees.
Other	• Shuttle bus from George Burnett Park aimed at public transport.

2.4 Priority Themes

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

2.5 Community Infrastructure

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

The top ranking facilities or amenities were:

1. Urban Forest - Tree Canopy - 16 votes
2. Open space accessibility (all lots to have space within 400m) - 14 votes
3. Safe crossing points for pedestrians - 12 votes
4. Cafes - 10 votes
5. Shops/grocery/household supplies - 10 votes
6. Paths - better quality and linked - 9 votes

6 votes were also given to 'restaurants', which, combined with cafes would suggest the provision of eatery's would be highly desirable.

The full results are shown in Figure 2.

Figure 1 Priority Themes

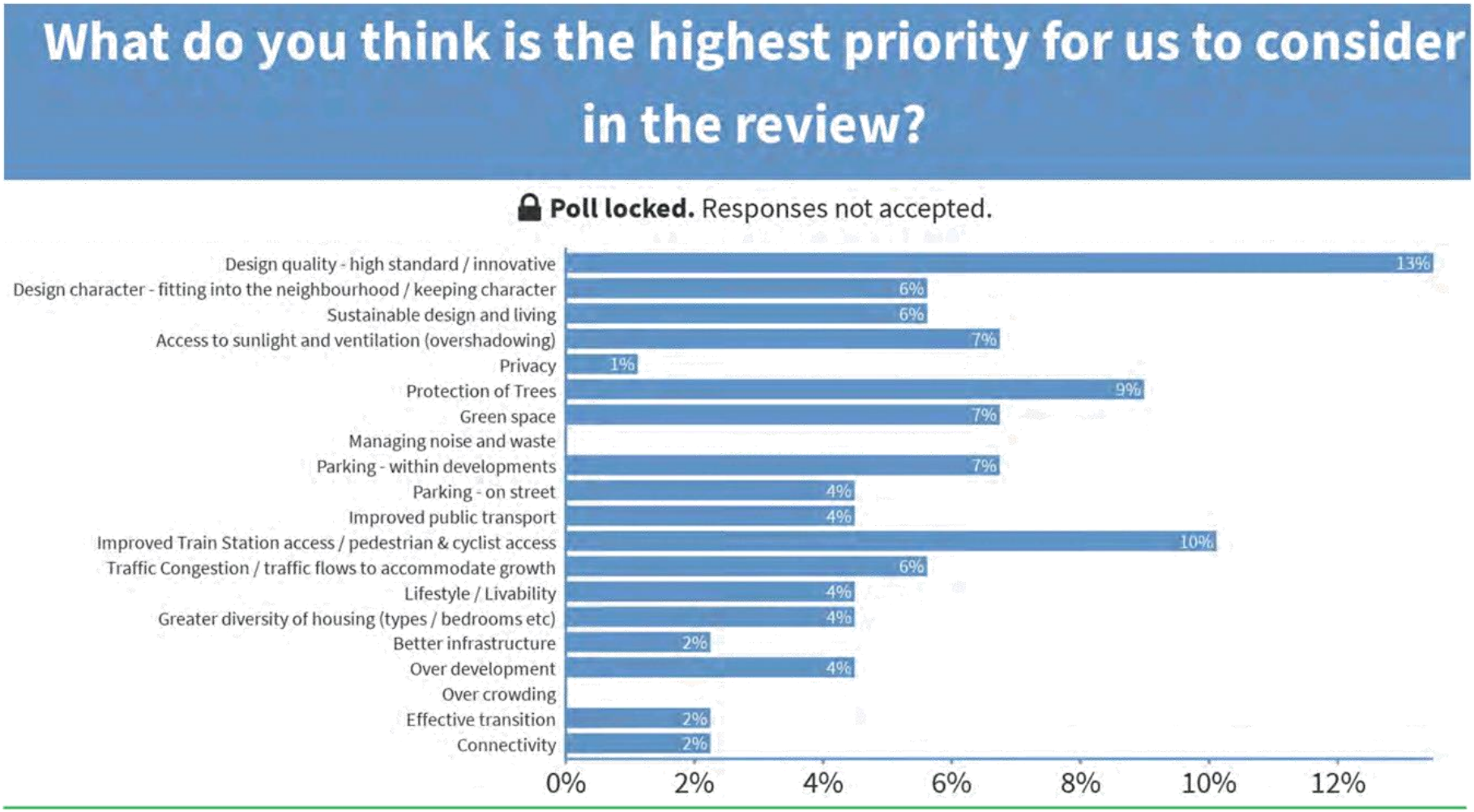

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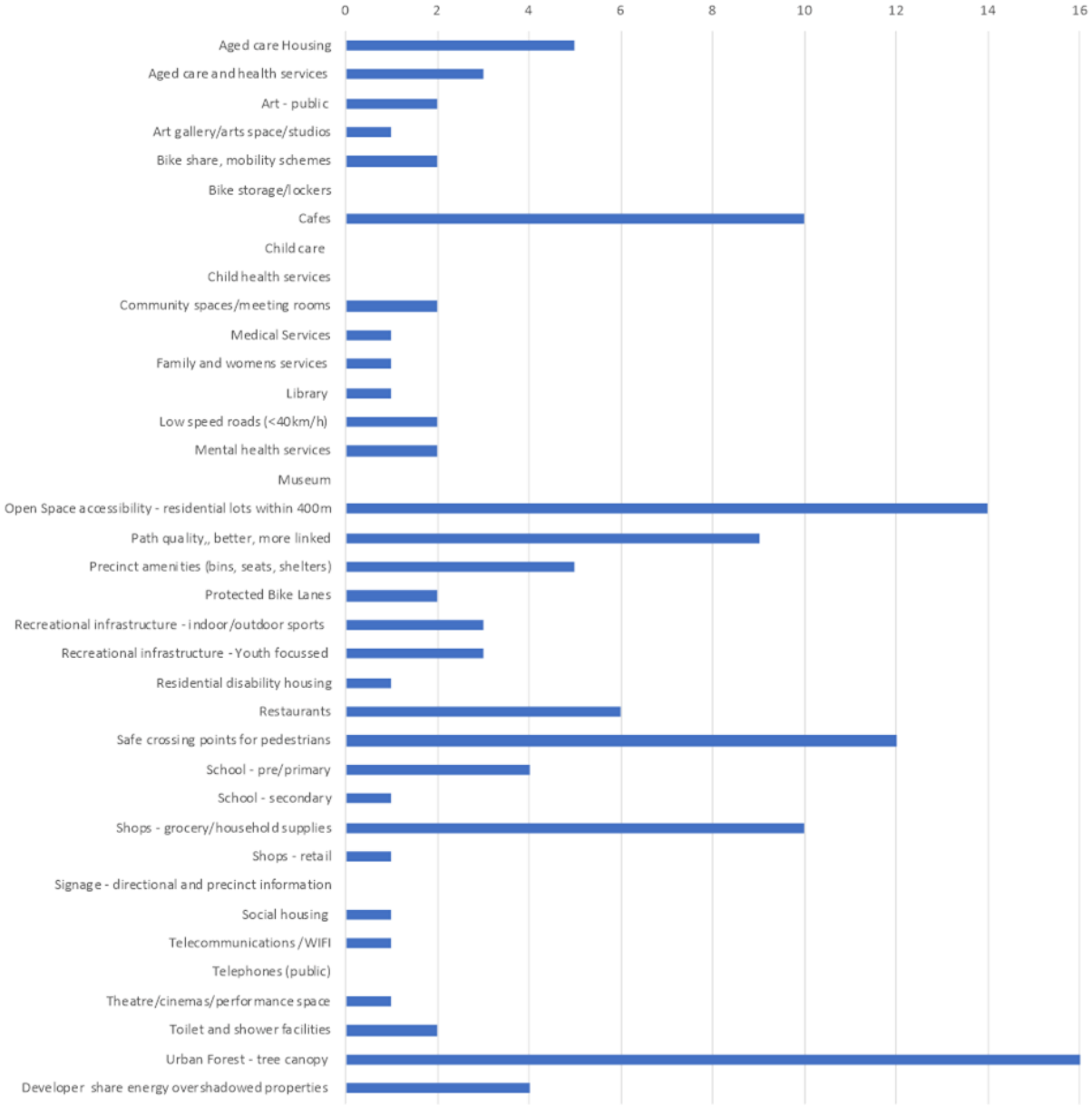
Figure 2 Stakeholder Group Infrastructure Preferences



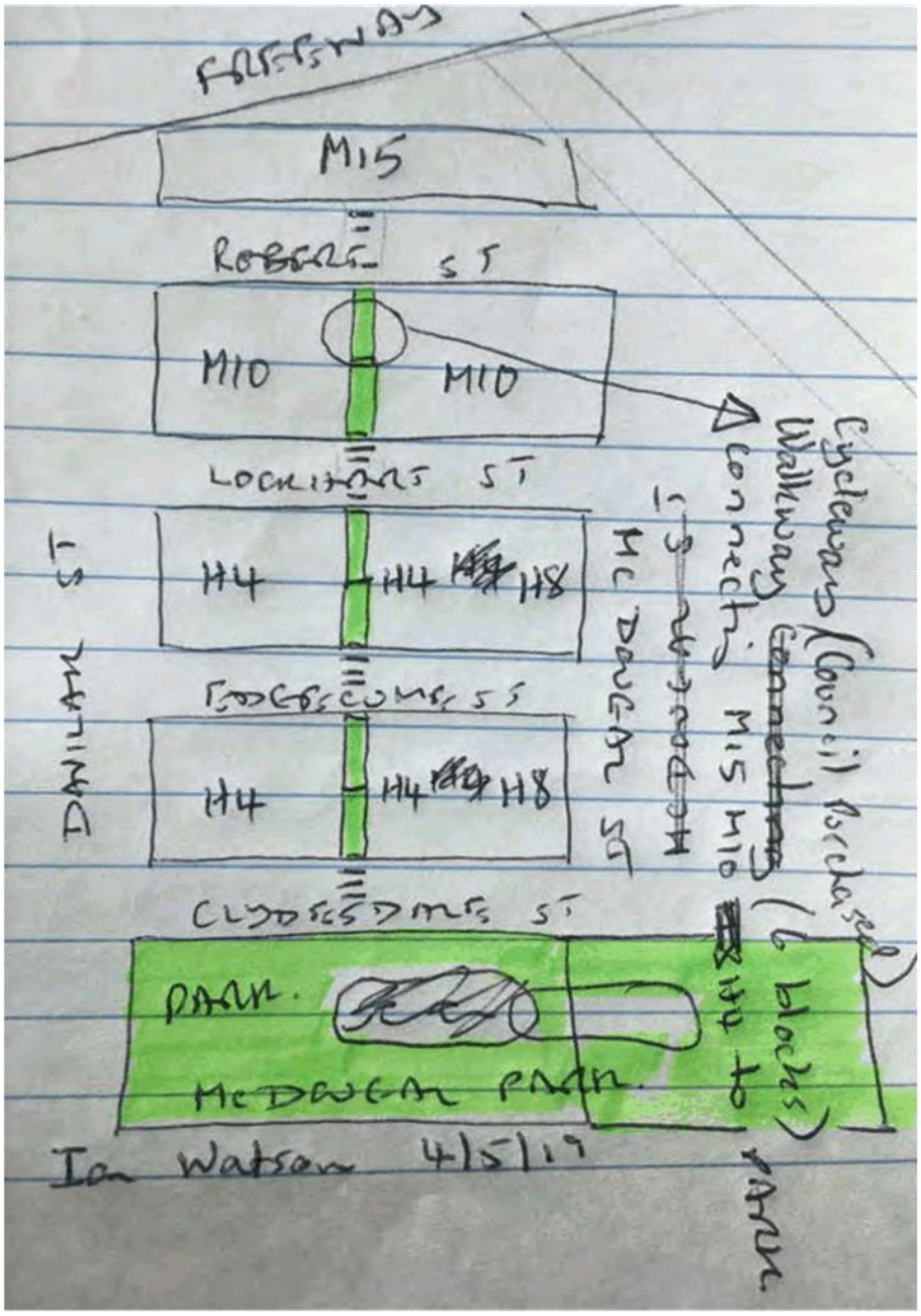
2.6 Additional Feedback

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

Other Comments
• Provision for families and children – more 3 bedroom and open space
• Make Design Review Panel mandatory for all high rise apartments
• Shuttle Bus to CB station around nearby streets (like CAT scheme)
• Design Review Panel involvement in CBAC (blue dot)
• Opportunity to consider /mandate community benefits for extra floors through Design Review (Principle 9 of Good Design)
• Expand the mixed use zone into the lower height areas. Would prefer more walkable amenities, cafes, etc. Not compulsory, but would like developers to have the option for commercial on bottom floors – as in European cities.
• Can we have some examples of approved public benefits (blue dot)
• Access to proposed properties in Q4 – no casual parking. Parking permits for residents only like Subiaco. Would also mean people would use public transport more.
• Views for everyone – reduce the foreshore so more people further along can enjoy the river views. No more than four storey buildings
• Design Review Examples
• Links to Design. JDAP decisions
• Carved up 1200 – not good for great buildings (big)
• Micro-lots – models

Figure 2 Stakeholder Group Image 1

Figure 4 Stakeholder Group Image 2



3. Summary of Proceedings - Day 2

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

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

3.1 First Thoughts

The information provided to participants on Day 1 was extensive and complex, including presentations and group work to begin gathering thoughts and considering preliminary recommendations. At the start of Day 2, the participants were asked what key 'thing' most made them think throughout the week. Figure 5 shows a word cloud, highlighting the ongoing concern with density, but also recognising early themes regarding the transition, design and access elements.

Figure 5 The 'Thing' that made you think

3.2 Citizen Stakeholder Group and Community Priorities

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

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

Things we can work on regardless (outside remit)
• Parking Management Plan • Verge tree planting opportunities • Improve pathways, cycleways, widen paths • Improve green spaces • Improve station access (lighting, paths, new access??) • Linking design review to JDAP

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

3.3 Industry Perspectives

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

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

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

3.4 Recommendations

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

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

Theme 1 - Quality Design

Table	Discussion
1	1. Front and side setback nil – if fronting Canning Highway 2. 3-4m+ front setback for residential streets 3. Balconies included in setback
2	1. Tree policy 2. Podiums H8< - allow narrower and taller 3. Allow discretion for commercial across all developments 4. Higher sustainability star rating minimum – minimum 7.5/8 for bonus. 5. Remove diversity of housing minimums for buildings. Make it an analysis of housing stock in area. 6. Mandatory response from developer to community consultation 7. H8< referred to State DRP.

Theme 1 - Quality Design

Table	Discussion
3	1. Housing diversity – complimentary typologies and suitable controls/permissions built form outcomes. 2. Adoption of SPP 7.3 3. Deep soil zones and vertical green 4. Building separation (2.7) with some discretion to reduce this to maximise dwellings facing the street i.e. if building width to street is reduced to 10m in width, some discretion/ acceptability to increase the floor plate width is provided to get 2 apartments (14m) facing the street ([reduction] to northern) 5. Allow more for solar access @ mid-block OTHER CONSIDERATIONS 6. Below ground car parking; car parking must be sleeved by active frontage to any public realm. 7. Grey water used to support green. 8. Deep colonnades (3-4m) to be provided to mixed use precinct (esp. Canning Highway). HIGHER ORDER 9. Incentives to include true community benefit – public roof decks, terraces, viewing platforms, tourism features, roof gardens. 10. Car parking to utilise technology and sharing economy to maximise use of the infrastructure and separate title. 11. Car parking above ground/ adaptable car parking spaces – can be converted into other use – below ground – light wells. 12. Courtyard housing, mews, living laneways, fonzi.
4	1. The CBACP adopt the minimum requirements of Design WA in regards to building separation (i.e. narrower floor plates for residential levels). This will assist to mitigate the loss of privacy and hopefully drive a higher quality of apartment design and allow for inclusion of large trees. 2. Adoption of Design WA solar and daylight access provisions and recommendations for cross ventilation. 3. Review the current ratio of 1 bedroom apartments to be less than current ratio. 4. Incentivise developers who adopt all or most of Design WA principles.

Theme 2 - Parking

Table	Discussion
1	1. Unbundling allowable to ALL zones. 2. Without being a bonus to M10 and M15.
2	1. Unbundling allowable to ALL zones. 2. Without being a bonus to M10 and M15
3	1. Better management of offsite parking – construction management plan and location for trades to park off street 2. More management on-street car parking 3. Unbundled car parking over all zones in the CBACP 4. Acceptable change in use car parking bays 5. Unbundled car parking for all residential or at the very least for any car parking provided above 1 per dwelling. 6. Electrical charge point provisions.
4	1. Unbundled bays – make cost of bay visible ($x for apartment and $x for bay, option to buy bay). Maintain 1 bay/unit. Option to buy extra unwanted bays. All zones. 2. Better signage + policing re: parking – clearer than what is currently provided. 3. Intro parking restrictions in all streets within the CBACP – not sure what as yet – ran out of time to think this one through. 4. Shuttle bus concept like what is used by Curtin uni – loop bus similar to #407 from Glendalough St. – feeding into the train/bus station.

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

The following recommendations were subject to greater scrutiny:

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

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

3.4.1 Sustainability Measures

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

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

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

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

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

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

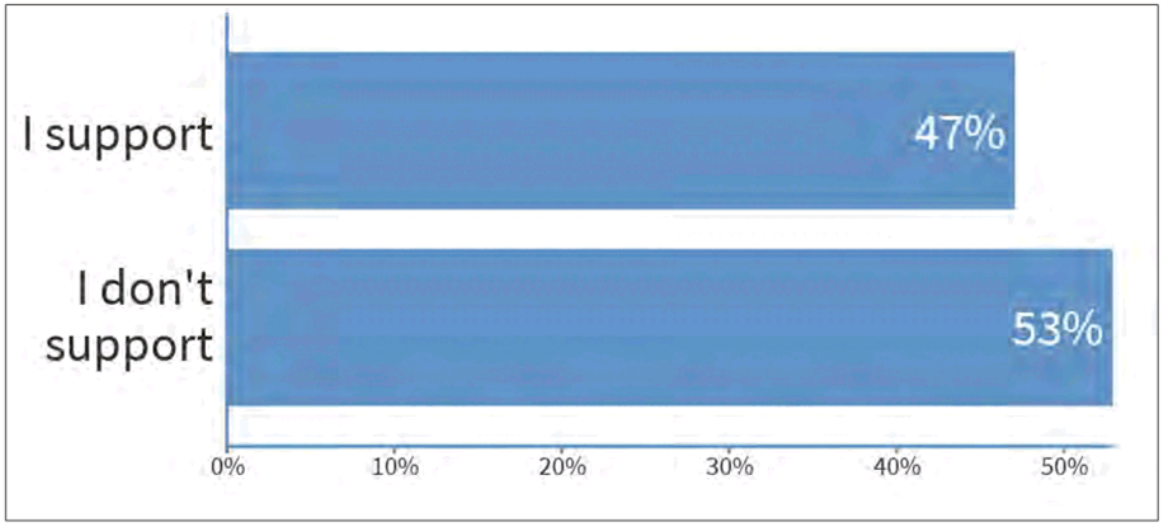
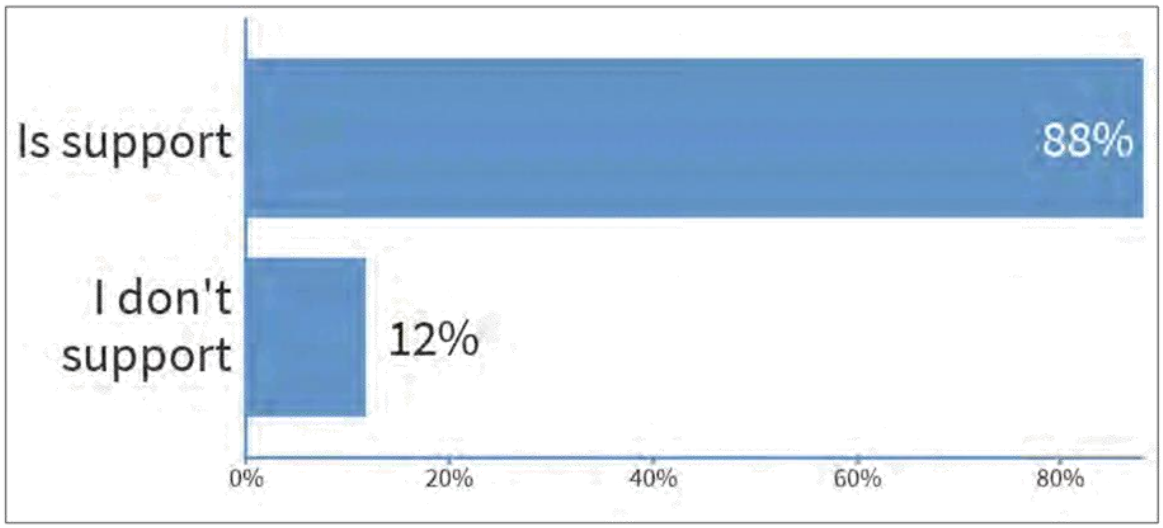


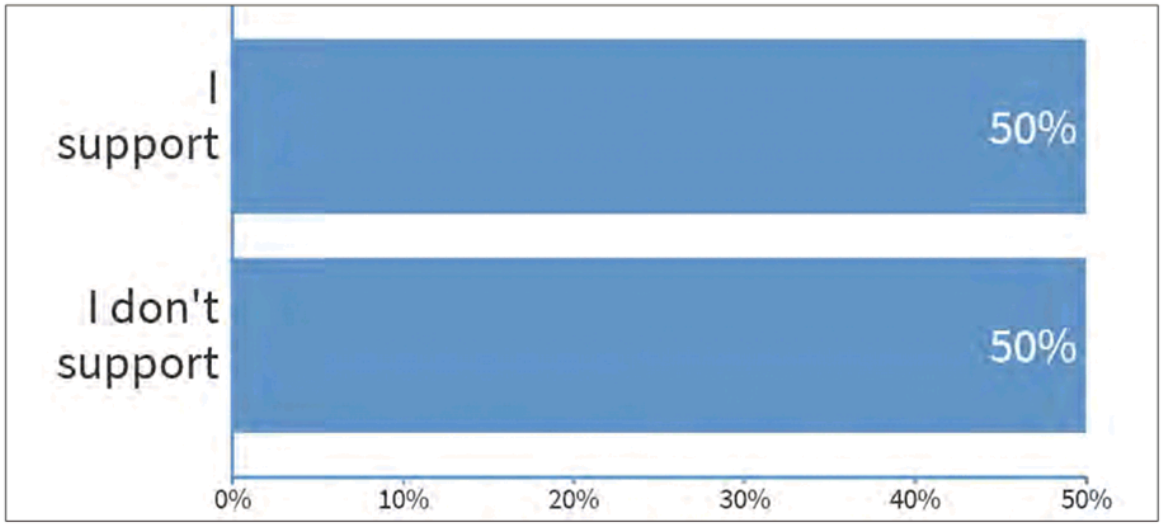
Figure 7 Support other sustainability measures over and above a 6 start rating for bonus



3.4.2 Diversity of Housing Minimums

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

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

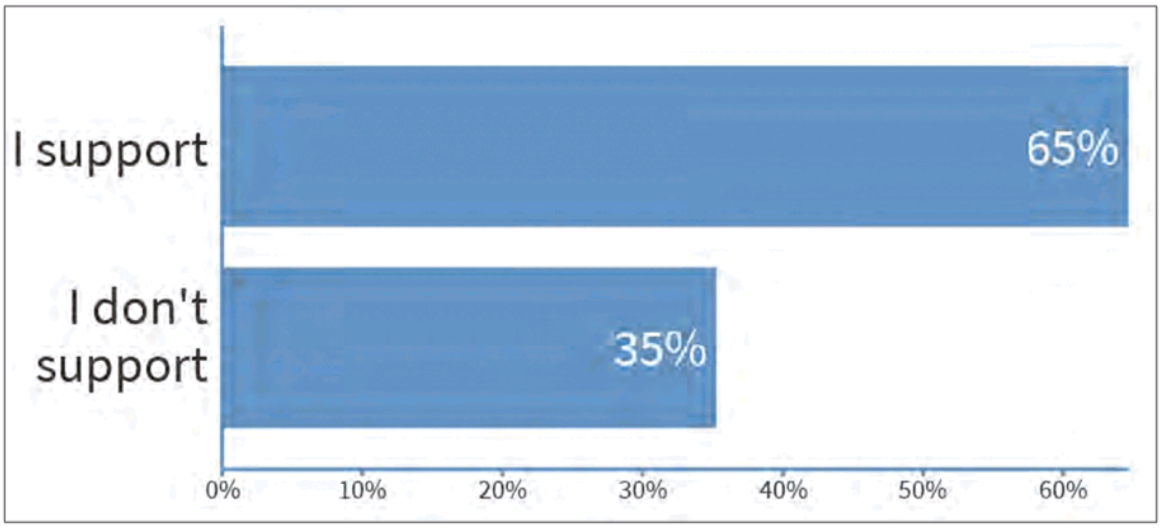


3.4.3 Mandatory Responses from Developers

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

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

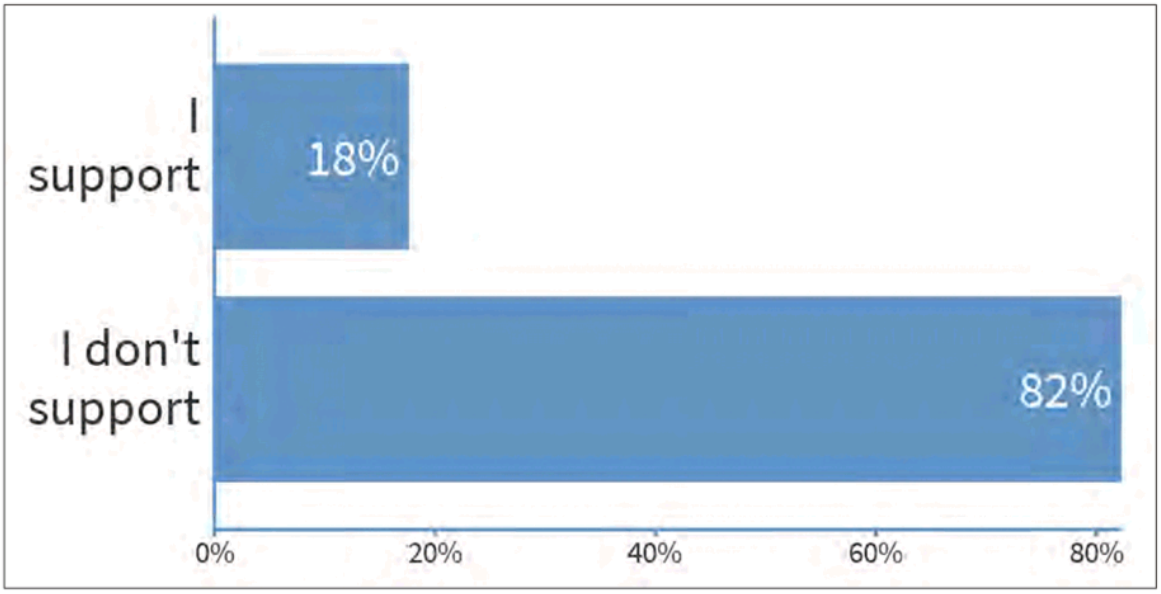
Figure 9 Support removing the diversity of housing minimums to encourage larger apartments



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

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

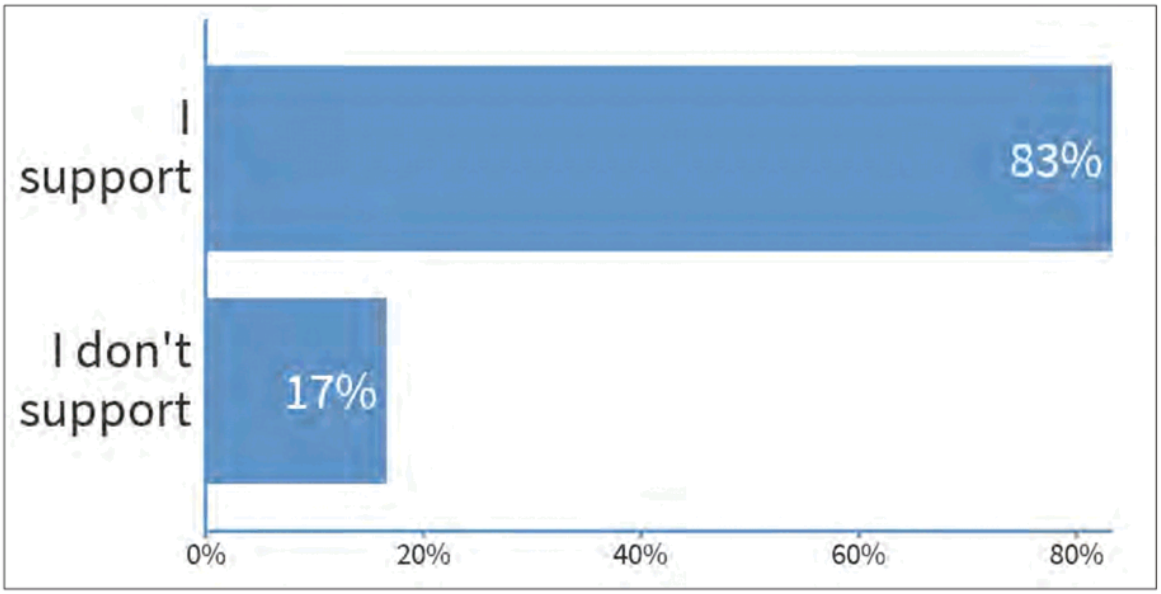
Figure 10 Support all H8 development and above to be referred to the State Design Review Panel



3.4.5 CBACP to adopt the minimum setback requirements of Design WA

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

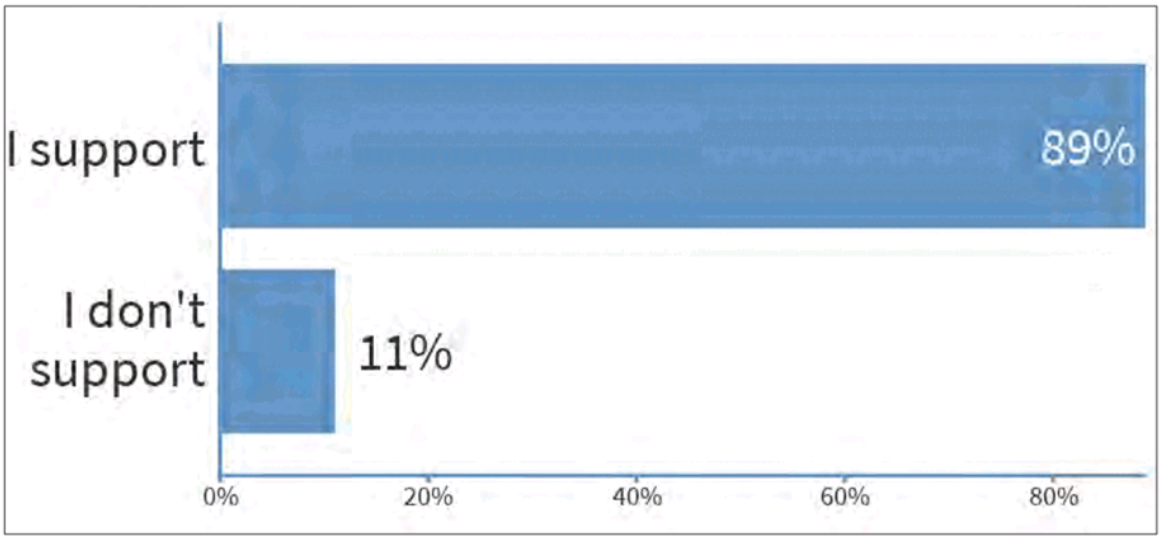
Figure 11 Support the CBACP implementing the Design WA Building Separation Standards



3.4.6 Incentivise Developers who adopt Design WA Principles

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

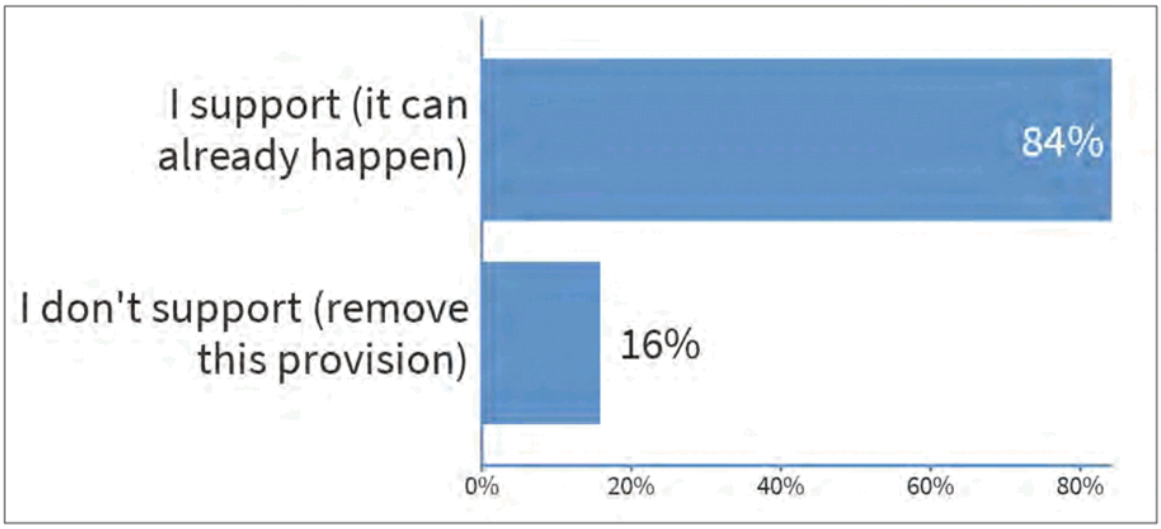
Figure 12 Support Incentivising Developers who adopt the Design WA Principles



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

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

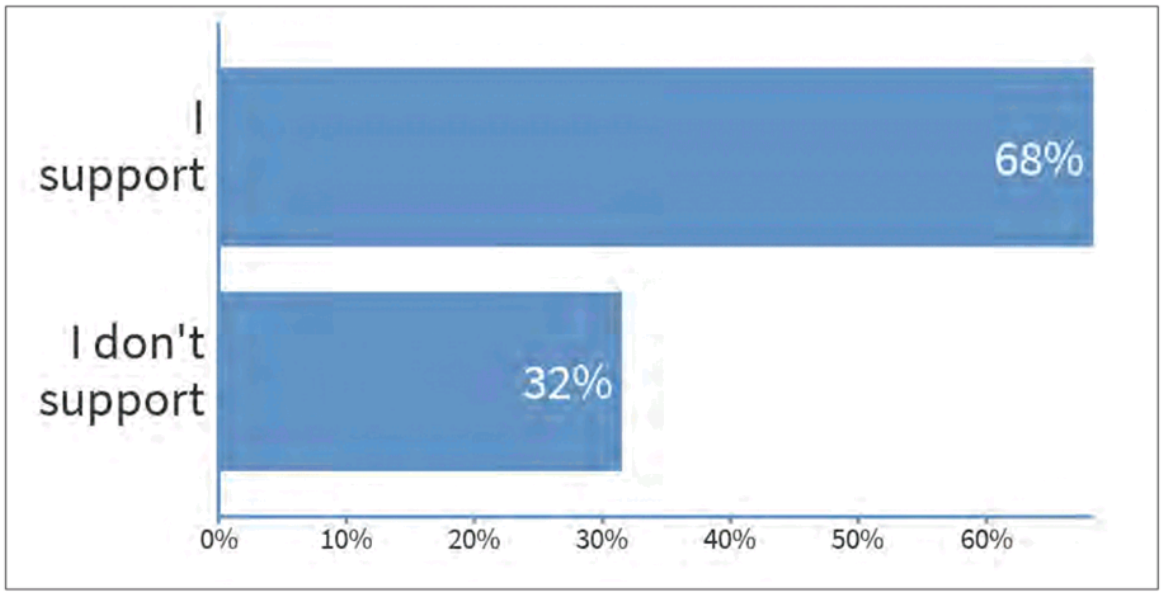
Figure 13 Support incentivising Tangible Public Benefits in developments



3.4.8 Balconies included in setback

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

Figure 14 Support including balconies in setback provisions



4. CSG Summary of Recommendations

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

#	Recommendation
1	Provide guidance for the Design Review Panel in the Desired Outcomes and in specific guidance statements to support: • Front and side setbacks of nil if fronting Canning Highway. This should be considered in conjunction with the provision of deep colonnades (3-4m) to be provided along Canning Highway; • Deep colonnades (3-4m) to all development in the mixed use precinct; • Greater flexibility of front setbacks for residential streets (up to 4 metres), based on design quality and built form outcomes; • Exercising more discretion for commercial activities across all development in all development zones (as is already permitted but perhaps applied more liberally); • A more flexible approach to housing diversity standards, encouraging 3+ bedroom dwellings as well as smaller apartment typologies; • Increased discretion with regard to setbacks to encourage solar access and ventilation, as well as retention of trees, through mid-block facade articulation; • Increased discretion with regard to setbacks and height where vegetation is retained and/or extensive vertical landscaping is proposed in all zones; • Increased discretion on built form setbacks and heights where housing diversity is provided in alternative formats such as courtyard housing, mews, living laneways, fonzi flats; • Increased discretion to reduce the building separation requirements to maximise dwellings facing the street i.e. if building width to street is reduced to 10m in width, some discretion/acceptability to increase the floor plate width is provided to get 2 apartments (14m) facing the street. • Increased discretion for podiums in the H8 zone and above to allow for narrower and taller development
2	Include balconies in the setback requirements

#	Recommendation
3	Introduce the Design WA Deep Soil Zones policy element.
4	Adoption of Design WA solar and daylight access provisions and recommendations for cross ventilation
5	Adopt Design WA building separation requirements, providing clear direction in the Desired Outcomes to allow discretion to reduce this to maximise dwellings facing the street i.e. if building width to street is reduced to 10m in width, some discretion/acceptability to increase the floor plate width is provided to get 2 apartments (14m) facing the street
6	Adopt Design WA floor plate depth requirements to mitigate the loss of privacy and drive a higher quality of apartment design and allow for inclusion of large trees.
7	Provide guidance for the Design Review Panel to exercise discretion to allow bonus incentives for the provision of; • A high standard of sustainability in new buildings as part of their exemplary design (e.g. 7-8 stars NatHERS/6 Star Green Star or similar and including elements such as vertical gardens, balcony gardens, grey water use etc); • Introducing some flexibility in heights in the H4 and H8 zones provided that high quality design is provided; • Incentives to include community benefits including in the H4 and H8 zones where the provision of public roof decks, terraces, viewing platforms, tourism features, roof gardens is proposed; and • Incentivising developers who adopt all or most of Design WA principles.
8	Allow for unbundling of car parking in all zones and remove as a bonus element (Element 21 and 22). Potential to mandate unbundled bays for any space over 1 bay per dwelling.
9	Include waste management requirements per H8, M10 and M15 zones within the H4 zone.

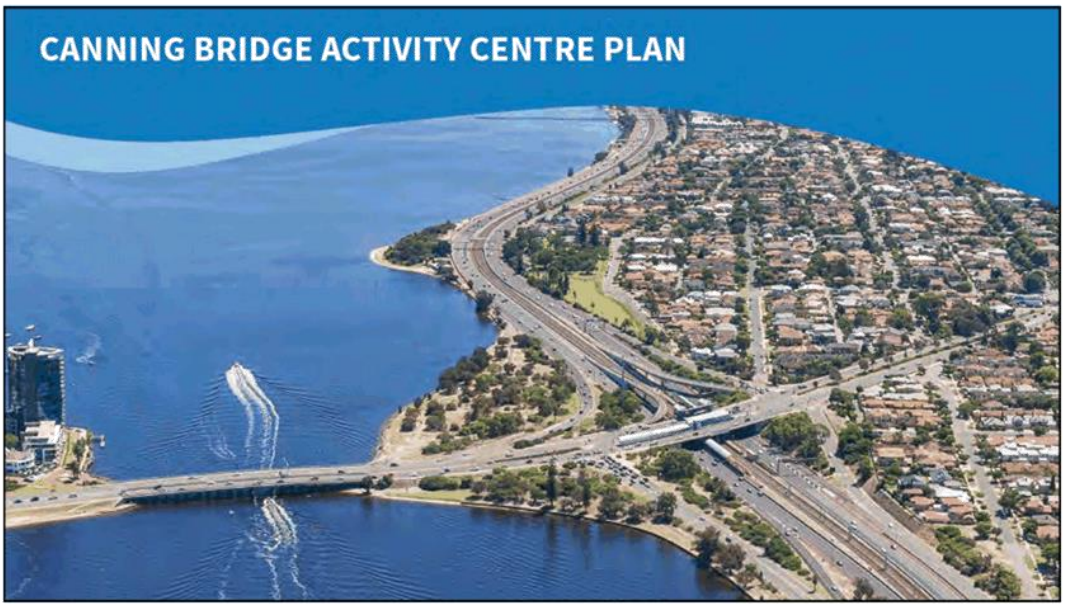
In addition, a number of recommendations were made that are not directly related to changes to the CBACP, but are important nonetheless.

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

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

Attachment A - Presentation Day 1

7/29/19



If you weren't here…..

PollEv.com/ShapeUrban450

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

City of South Perth

1

7/29/19

Welcome

City of South Perth

Welcome and Housekeeping

- Mobile Phones
- Bathrooms
- Emergency procedures

City of South Perth

2

7/29/19

Welcome and Housekeeping

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

City of South Perth

Introductions

- Who are you, what made you come today?

City of South Perth

3

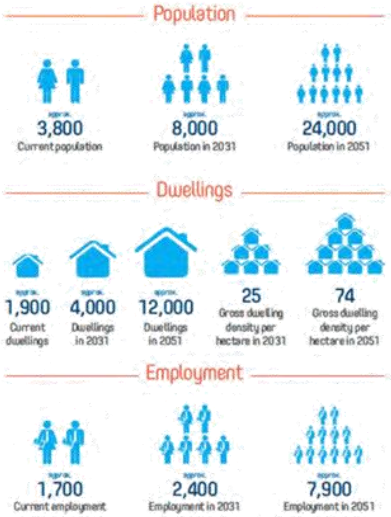
7/29/19

What is it?

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

City of South Perth

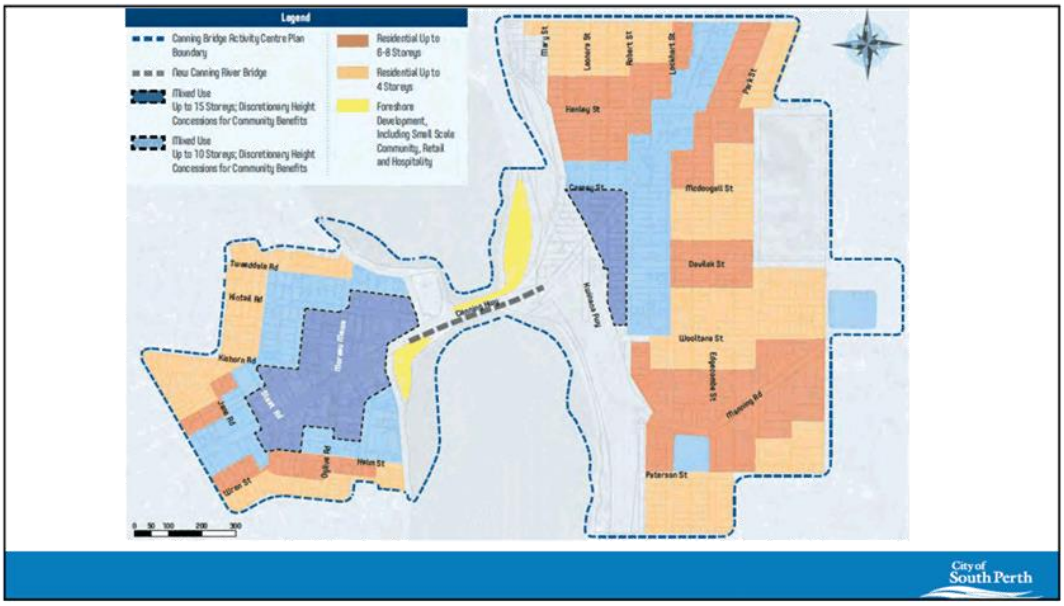
Key Figures



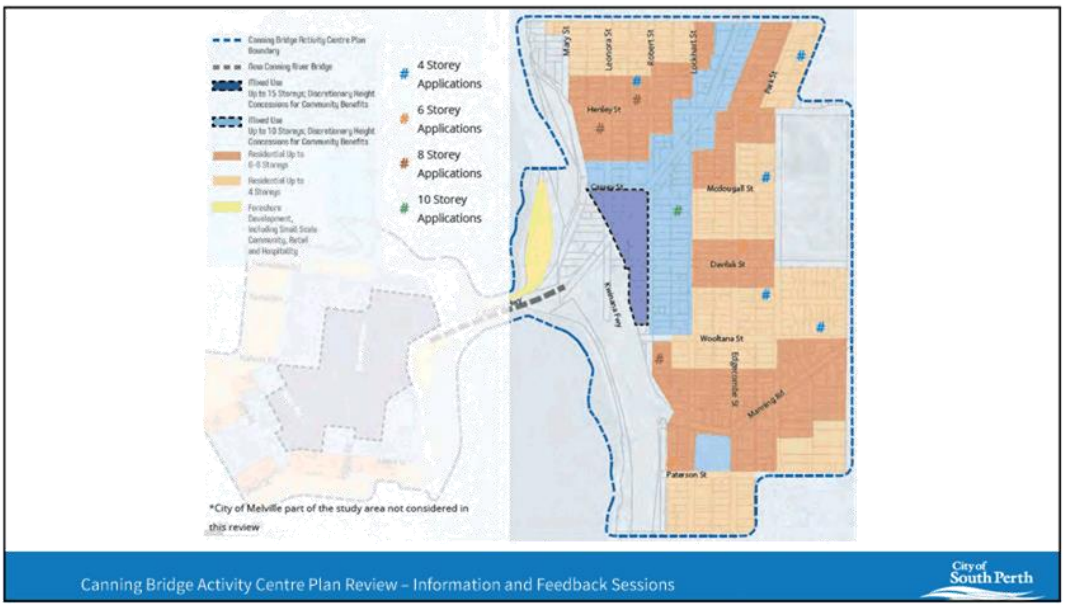
City of South Perth

4


Legend
Mixed Use
Residential
Public Open Space
Canning Bridge Activity Centre Plan Boundary
Public Spaces
Kwinana Freeway
Canning Highway
Manning Road
Linking Pathways
Pedestrian Crossing
Landmark Building
Transport Hub
Henley St
Manning Rd
Peterson St
Ogilvie Rd
Helm St
Kishorn Rd
Tweeddale Rd
City of South Perth


Legend
Canning Bridge Activity Centre Plan Boundary
New Canning River Bridge
Mixed Use
Up to 15 Storeys; Discretionary Height Concessions for Community Benefits
Mixed Use
Up to 10 Storeys; Discretionary Height Concessions for Community Benefits
Residential Up to 6-8 Storeys
Residential Up to 4 Storeys
Foreshore Development, Including Small Scale Community, Retail and Hospitality
Henley St
Manning Rd
Peterson St
Tweeddale Rd
Ogilvie Rd
City of South Perth

7/29/19



Why Review the CBACP?

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

Canning Bridge Activity Centre Plan Review – Information and Feedback Sessions
City of South Perth

6

7/29/19

REMIT

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

City of South Perth

Tips

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

City of South Perth

7

7/29/19

Let's Start

What changes have you noticed?
What changes have been positive for you?
What changes have not been so welcome?

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

City of South Perth

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

Make this a one or two word statement…

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

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8

7/29/19

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

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

Make this a one or two word statement…

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

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

Make this a one or two word statement…

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

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9

7/29/19

Community Benefits

City of South Perth

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

Trent Woods – Office Woods Architects

City of South Perth

10

7/29/19

Design Review Panels

Barbara Gdowski – Manager State Design Review panel

City of South Perth

AFTERNOON TEA

City of South Perth

11

7/29/19

Architecture….

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

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Design Review Panels

What opportunities do you see with the DRPs?

What concerns you about the DRP process?

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12

7/29/19

Key Themes

This is what the broader community told us…..

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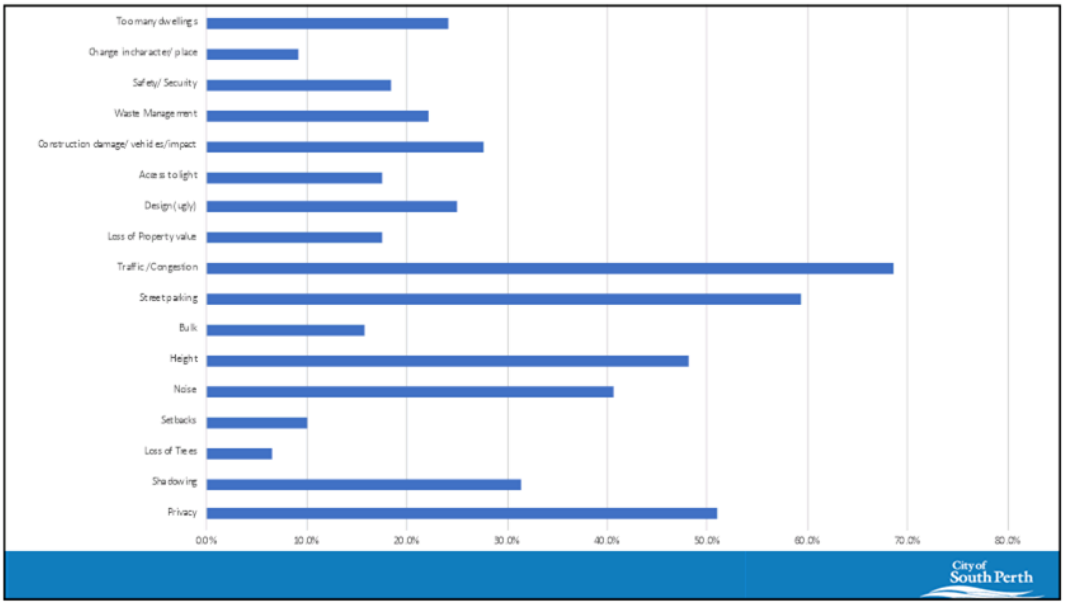

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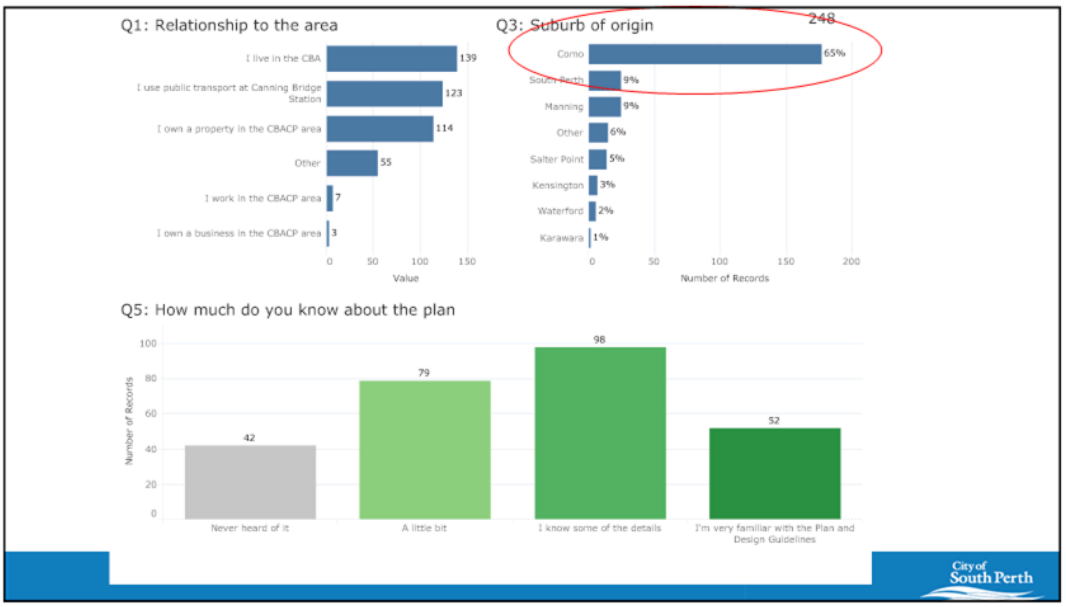
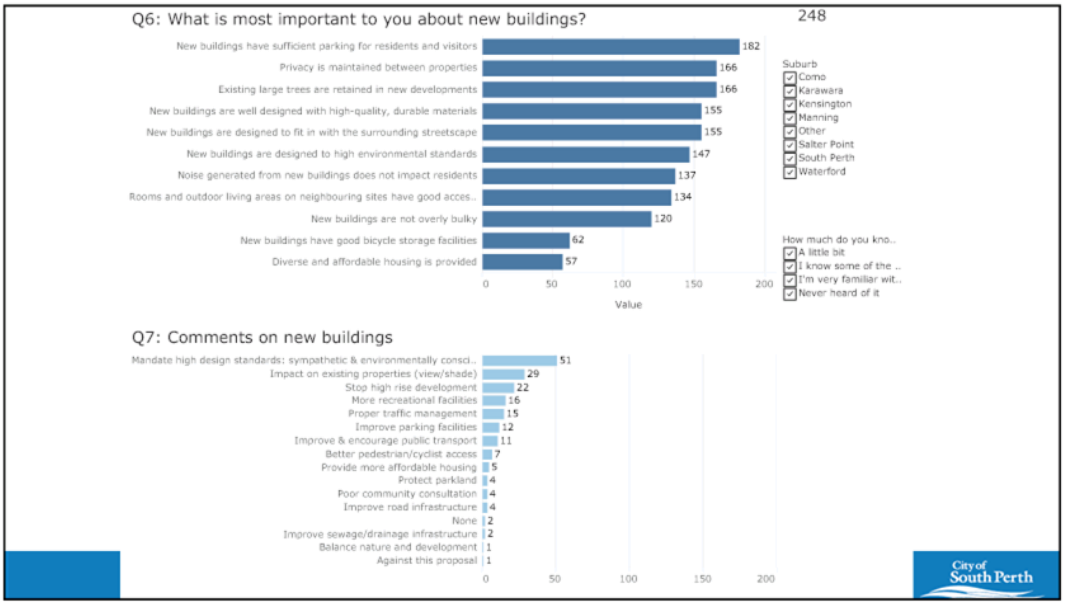
13

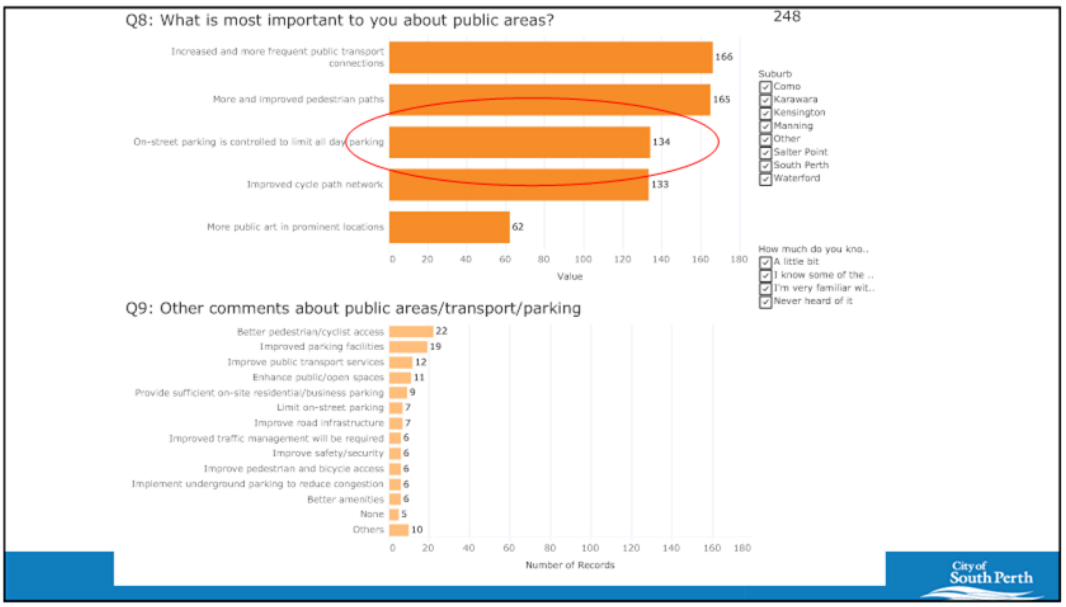
7/29/19

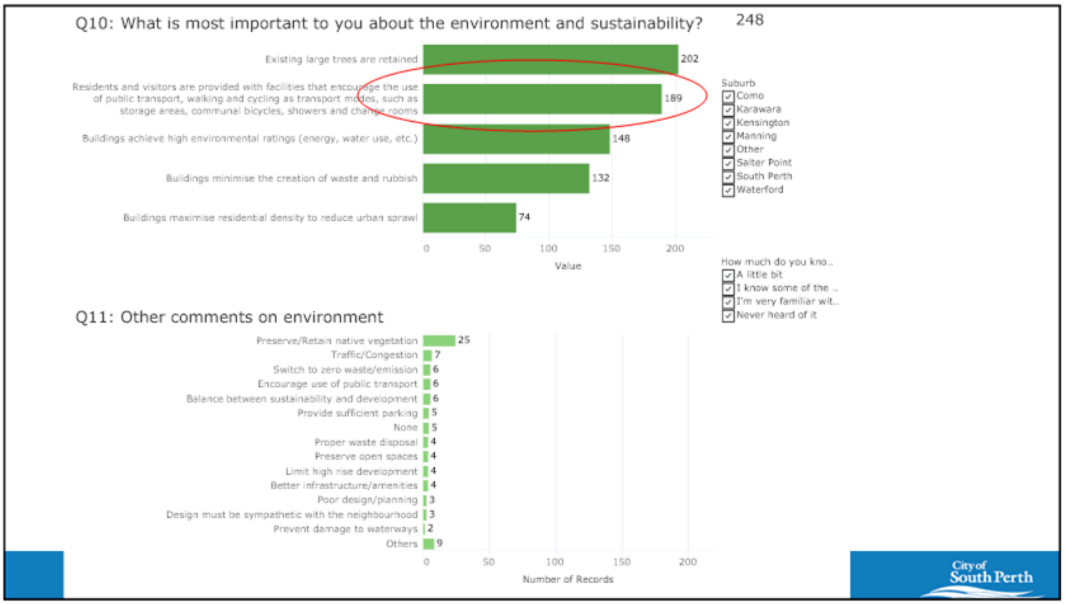

Q1: Relationship to the area
I live in the CBA 139
I use public transport at Canning Bridge Station 123
I own a property in the CBACP area 114
Other 55
I work in the CBACP area 7
I own a business in the CBACP area 3
Value
Q3: Suburb of origin
248
Como 65%
South Perth 9%
Manning 9%
Other 6%
Salter Point 5%
Kensington 3%
Waterford 2%
Karawara 1%
Number of Records
Q5: How much do you know about the plan
Number of Records
42
79
98
52
Never heard of it
A little bit
I know some of the details
I'm very familiar with the Plan and Design Guidelines
City of South Perth


Q6: What is most important to you about new buildings?
248
New buildings have sufficient parking for residents and visitors 182
Privacy is maintained between properties 166
Existing large trees are retained in new developments 166
New buildings are well designed with high-quality, durable materials 155
New buildings are designed to fit in with the surrounding streetscape 155
New buildings are designed to high environmental standards 147
Noise generated from new buildings does not impact residents 137
Rooms and outdoor living areas on neighbouring sites have good acces.. 134
New buildings are not overly bulky 120
New buildings have good bicycle storage facilities 62
Diverse and affordable housing is provided 57
Value
Suburb
Como
Karawara
Kensington
Manning
Other
Salter Point
South Perth
Waterford
How much do you kno..
A little bit
I know some of the ..
I'm very familiar wit..
Never heard of it
Q7: Comments on new buildings
Mandate high design standards: sympathetic & environmentally consci.. 51
Impact on existing properties (view/shade) 29
Stop high rise development 22
More recreational facilities 16
Proper traffic management 15
Improve parking facilities 12
Improve & encourage public transport 11
Better pedestrian/cyclist access 7
Provide more affordable housing 5
Protect parkland 4
Poor community consultation 4
Improve road infrastructure 4
None 2
Improve sewage/drainage infrastructure 2
Balance nature and development 1
Against this proposal 1
City of South Perth

14

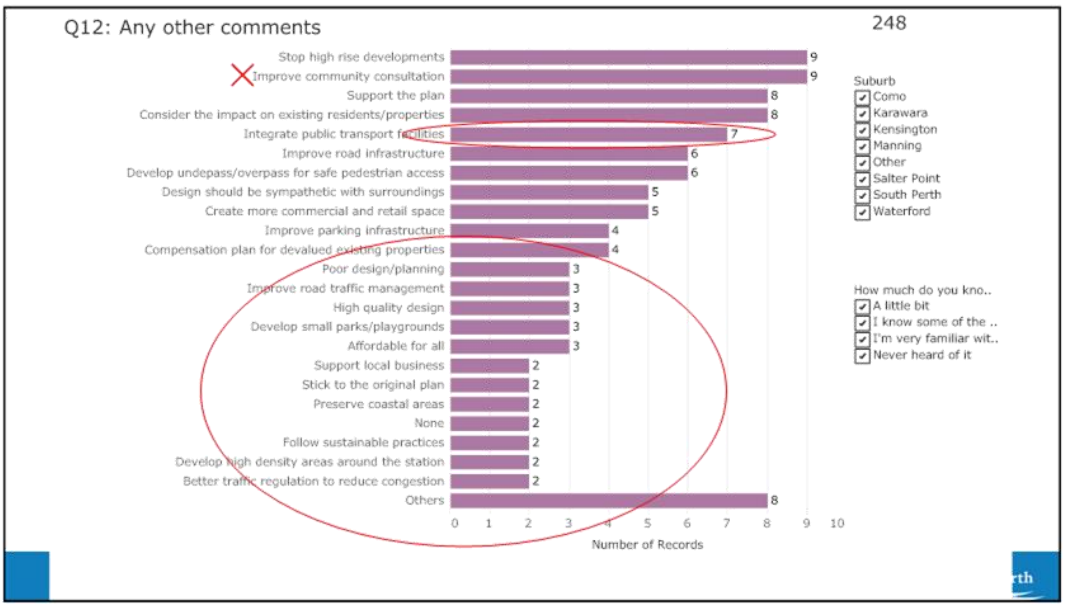
7/29/19

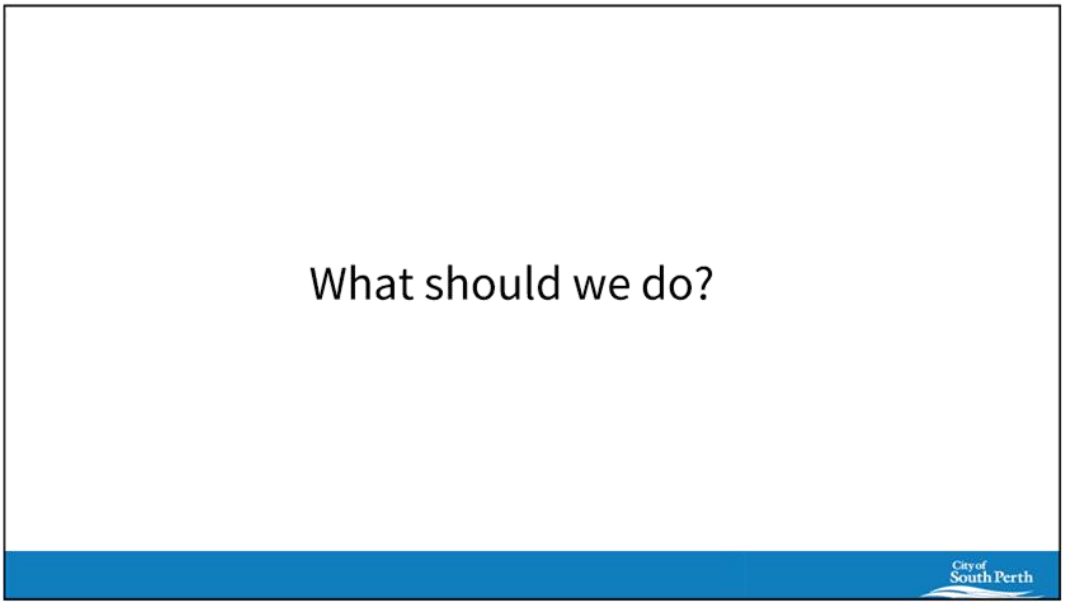

Q8: What is most important to you about public areas?
248
Increased and more frequent public transport connections
166
More and improved pedestrian paths
165
On-street parking is controlled to limit all day parking
134
Improved cycle path network
133
More public art in prominent locations
62
0 20 40 60 80 100 120 140 160 180
Value
Suburb
Como
Karawara
Kensington
Manning
Other
Salter Point
South Perth
Waterford
How much do you kno..
A little bit
I know some of the ..
I'm very familiar wit..
Never heard of it
Q9: Other comments about public areas/transport/parking
Better pedestrian/cyclist access 22
Improved parking facilities 19
Improve public transport services 12
Enhance public/open spaces 11
Provide sufficient on-site residential/business parking 9
Limit on-street parking 7
Improve road infrastructure 7
Improved traffic management will be required 6
Improve safety/security 6
Improve pedestrian and bicycle access 6
Implement underground parking to reduce congestion 6
Better amenities 6
None 5
Others 10
0 20 40 60 80 100 120 140 160 180
Number of Records
City of South Perth


Q10: What is most important to you about the environment and sustainability?
248
Existing large trees are retained
202
Residents and visitors are provided with facilities that encourage the use of public transport, walking and cycling as transport modes, such as storage areas, communal bicycles, showers and change rooms
189
Buildings achieve high environmental ratings (energy, water use, etc.)
148
Buildings minimise the creation of waste and rubbish
132
Buildings maximise residential density to reduce urban sprawl
74
0 50 100 150 200
Value
Suburb
Como
Karawara
Kensington
Manning
Other
Salter Point
South Perth
Waterford
How much do you kno..
A little bit
I know some of the ..
I'm very familiar wit..
Never heard of it
Q11: Other comments on environment
Preserve/Retain native vegetation 25
Traffic/Congestion 7
Switch to zero waste/emission 6
Encourage use of public transport 6
Balance between sustainability and development 6
Provide sufficient parking 5
None 5
Proper waste disposal 4
Preserve open spaces 4
Limit high rise development 4
Better infrastructure/amenities 4
Poor design/planning 3
Design must be sympathetic with the neighbourhood 3
Prevent damage to waterways 2
Others 9
0 50 100 150 200
Number of Records
City of South Perth

15

7/29/19


Q12: Any other comments
248
Stop high rise developments 9
Improve community consultation 9
Support the plan 8
Consider the impact on existing residents/properties 8
Integrate public transport facilities 7
Improve road infrastructure 6
Develop undepass/overpass for safe pedestrian access 6
Design should be sympathetic with surroundings 5
Create more commercial and retail space 5
Improve parking infrastructure 4
Compensation plan for devalued existing properties 4
Poor design/planning 3
Improve road traffic management 3
High quality design 3
Develop small parks/playgrounds 3
Affordable for all 3
Support local business 2
Stick to the original plan 2
Preserve coastal areas 2
None 2
Follow sustainable practices 2
Develop high density areas around the station 2
Better traffic regulation to reduce congestion 2
Others 8
0 1 2 3 4 5 6 7 8 9 10
Number of Records
Suburb
Como
Karawara
Kensington
Manning
Other
Salter Point
South Perth
Waterford
How much do you kno..
A little bit
I know some of the ..
I'm very familiar wit..
Never heard of it


What should we do?
City of South Perth

16

7/29/19

'Gut feel'….. What would you suggest?

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

City of South Perth

Share your thoughts…

- Each group present

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17

7/29/19

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

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

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

City of South Perth

PollEv.com/ShapeUrban450

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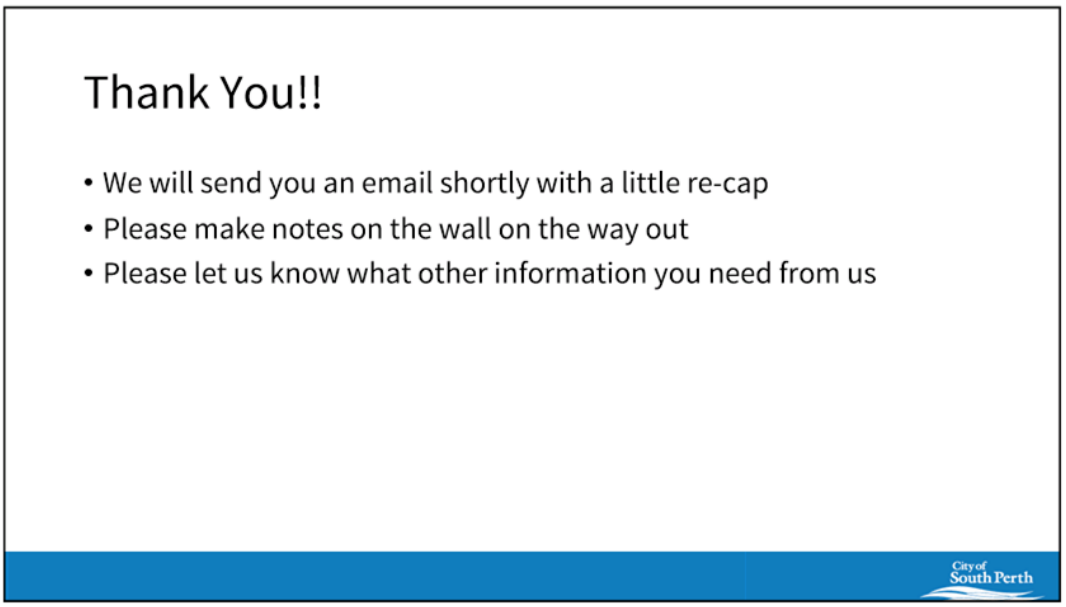
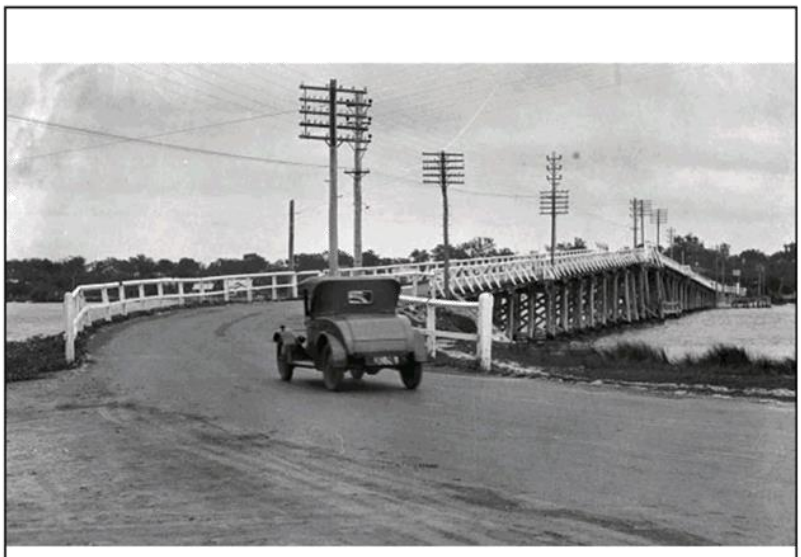
18

7/29/19


Thank You!!
• We will send you an email shortly with a little re-cap
• Please make notes on the wall on the way out
• Please let us know what other information you need from us
City of South Perth

19

Attachment B - Day 1 Presentation Trent Woods



CANNING BRIDGE

7/29/19

2000

2017

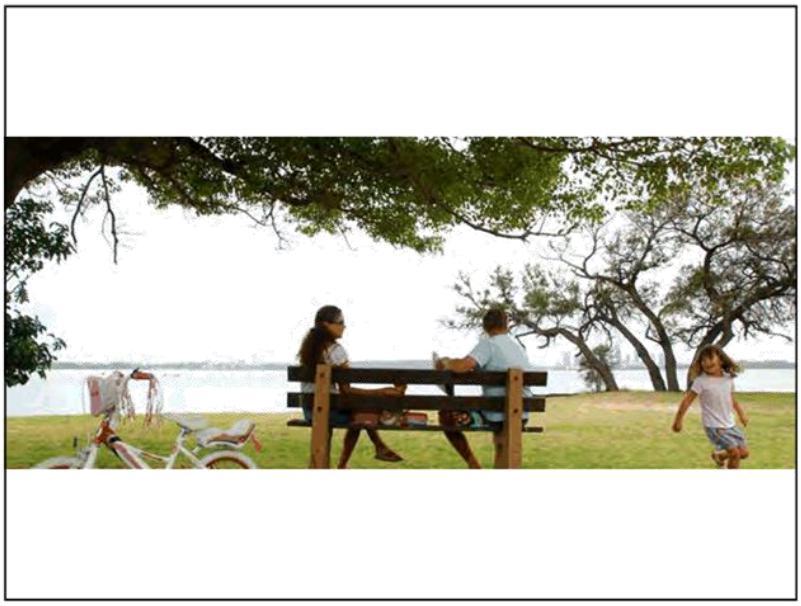
3


Cafe


PIZZA
KINGS PIZZA & PASTA


ENGRAVING


WELCOME



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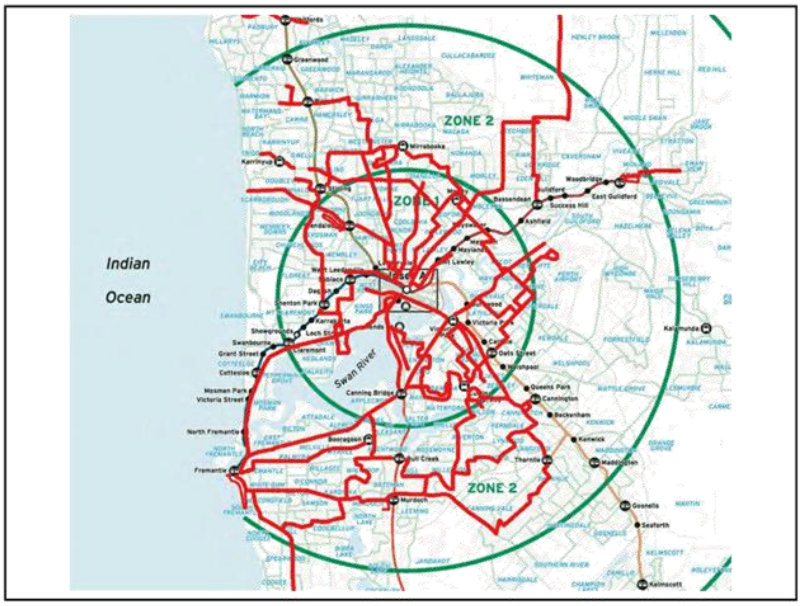

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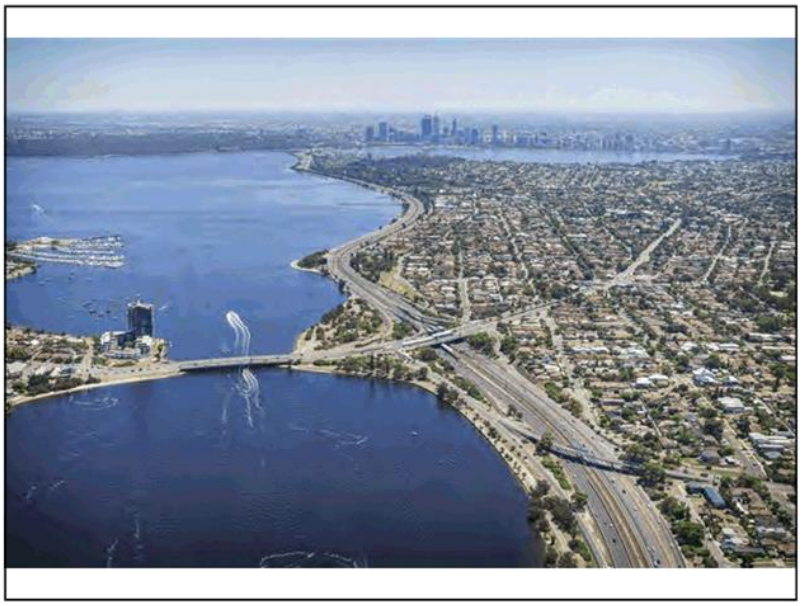
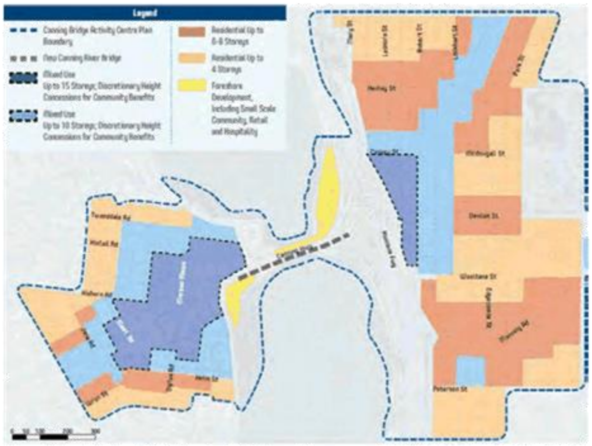
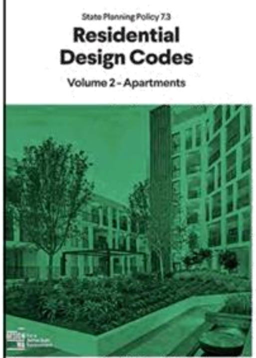



Canning Bridge Activity Centre Plan
February 2015
my future
Melville
South Perth

7/29/19





STATE PLANNING POLICY 7.0

DESIGN OF THE BUILT ENVIRONMENT

11

WHAT IS GOOD DESIGN ?

Ten Design Principles

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

1 Context and Character

2 Landscape Quality

2 Landscape Quality

3 Built Form and Scale

4 Functionality and Build Quality

4 Functionality and Build Quality

5 Sustainability

5 Sustainability

7/29/19

6 Amenity

6 Amenity

17

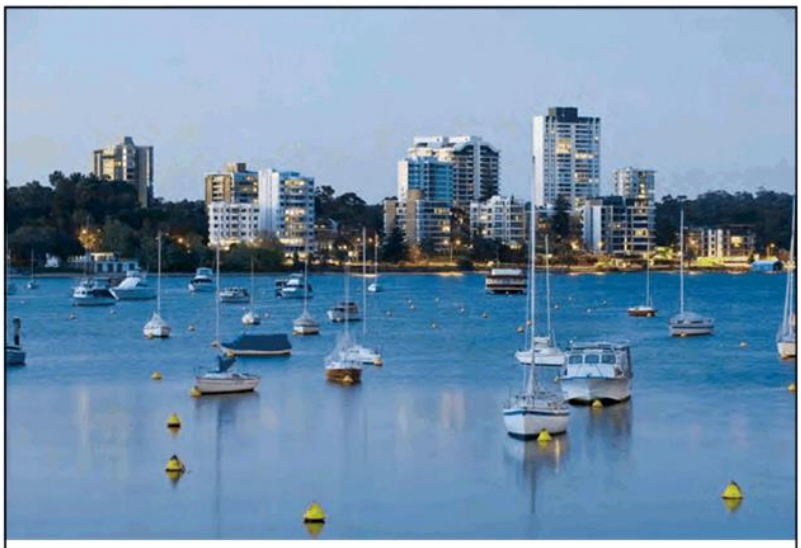
7 Legibility

8 Safety

9 Community

Claremont

South Perth Peninsular



Crawley

Thank-you

Attachment C - Day 1 Presentation Barbara Gdowski

29/7/19

Design Review

Office of the Government Architect

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

WHAT IS GOOD DESIGN?

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

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

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

2

1

29/7/19

WHAT IS DESIGN REVIEW?

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

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

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

3

10 PRINCIPLES OF EFFECTIVE DESIGN REVIEW:

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

4

WHO CONDUCTS DESIGN REVIEW?

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

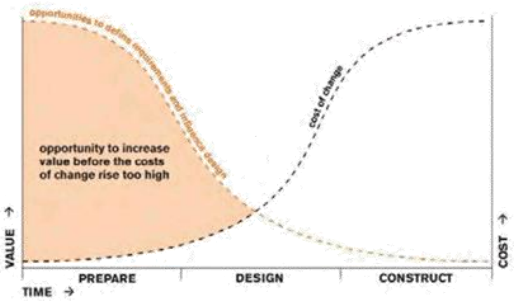
5

TIMING AND NUMBER OF REVIEWS

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

Before Development Application is submitted

Three reviews are typically needed to be effective.



6

DESIGN REVIEW BENEFITS TO COMMUNITY:

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

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

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

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

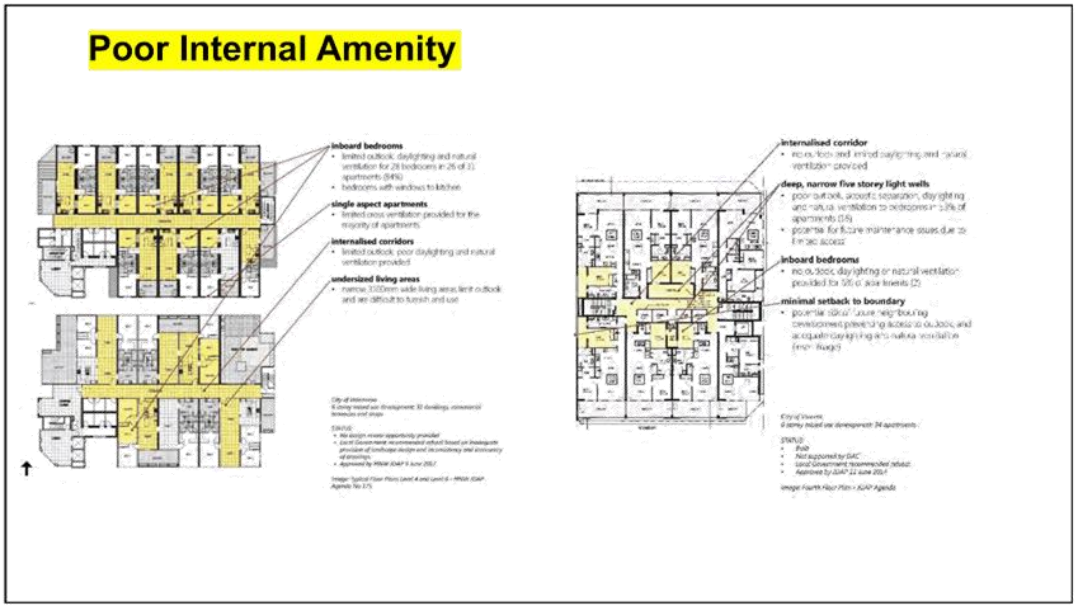
7

WE NEED DESIGN REVIEW

8

29/7/19


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


Poor Internal Amenity
inboard bedrooms
single aspect apartments
internalised corridors
undersized living areas
internalised corridor
deep, narrow five storey light wells
inboard bedrooms
minimal setback to boundary

5

29/7/19

Poor Provision of Landscaping

Poor Streetscape Interface

6

29/7/19

Poor Built Form and Aesthetics

Tree Canopy Loss

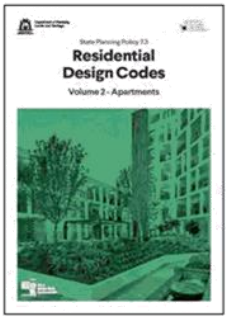
2008 2017

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

7

29/7/19

DESIGN WA STAGE ONE



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29/7/19

SPP 7.0

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

17

PRINCIPLES OF GOOD DESIGN

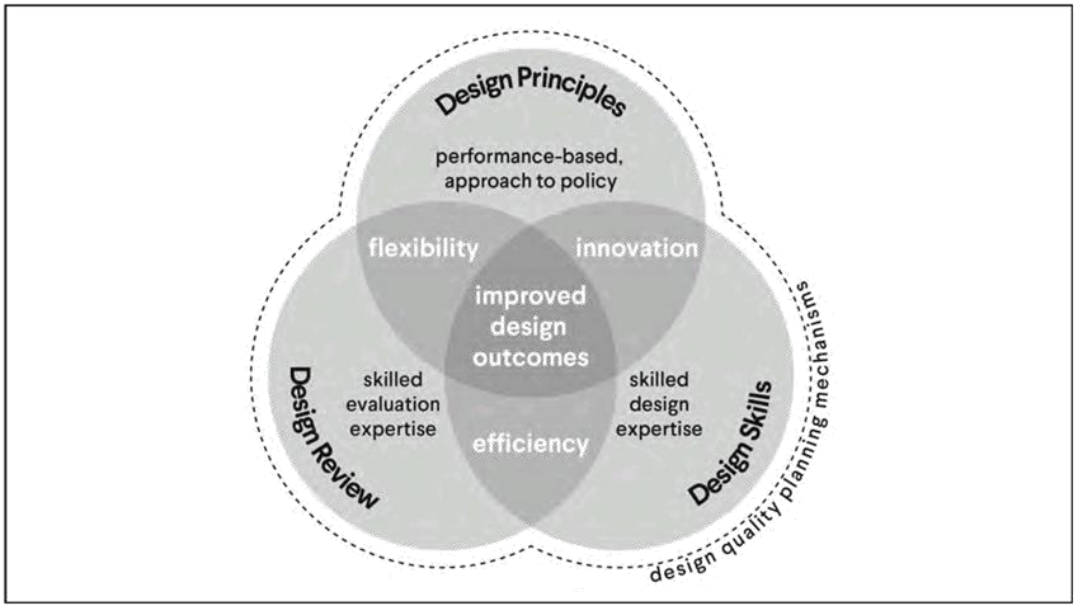
1. **Context & Character**
2. **Landscape Quality**
3. **Built Form & Scale**
4. **Functionality & Build Quality**
5. **Sustainability**
6. **Amenity**
7. **Legibility**
8. **Safety**
9. **Community**
10. **Aesthetics**

18

29/7/19

PRINCIPLE 9: COMMUNITY

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



10

DESIGN REVIEW GUIDE

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

21

LOCAL GOVERNMENT DESIGN REVIEW PANELS

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

22

STATE DESIGN REVIEW PANEL (SDRP)

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

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

23

CASE STUDIES

BOTTLEYARD APARTMENTS
HANDLE PROPERTY GROUP | MJA STUDIO

COCKBURN CENTRAL APARTMENTS
FRASERS | CCN ARCHITECTS

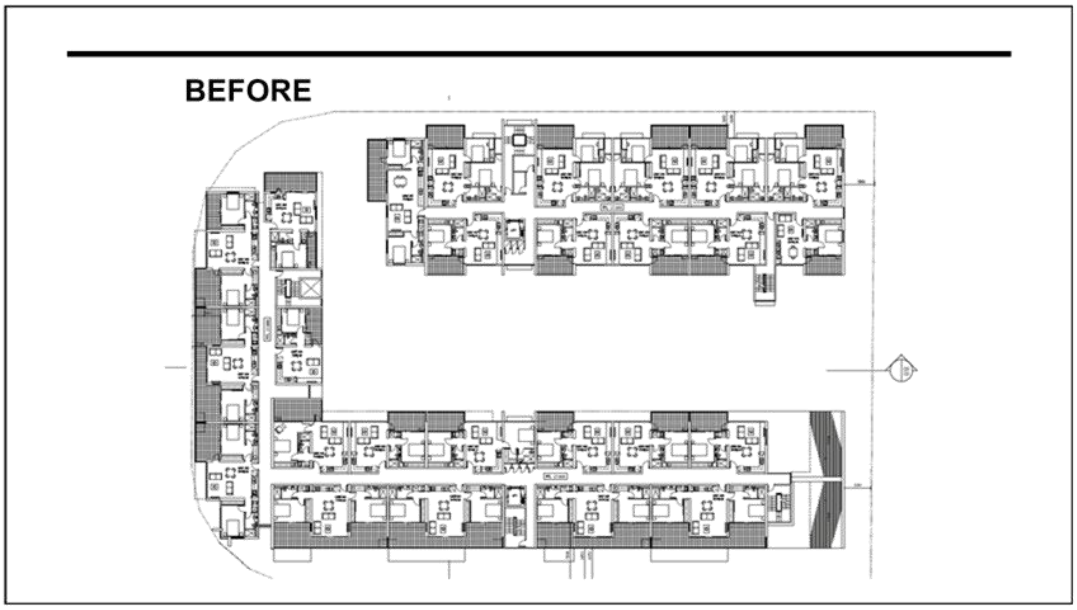
29/7/19


BOTTLEYARD APARTMENTS
HANDLE PROPERTY GROUP
MJA STUDIO
Image: MJA Studio/Dion Robeson


BEFORE

13

29/7/19



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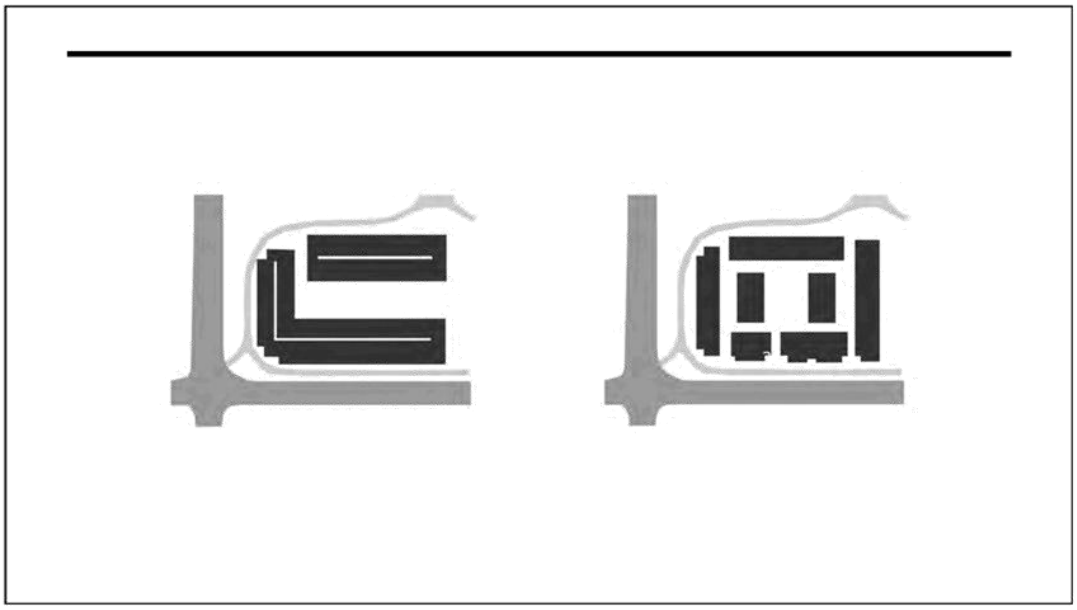
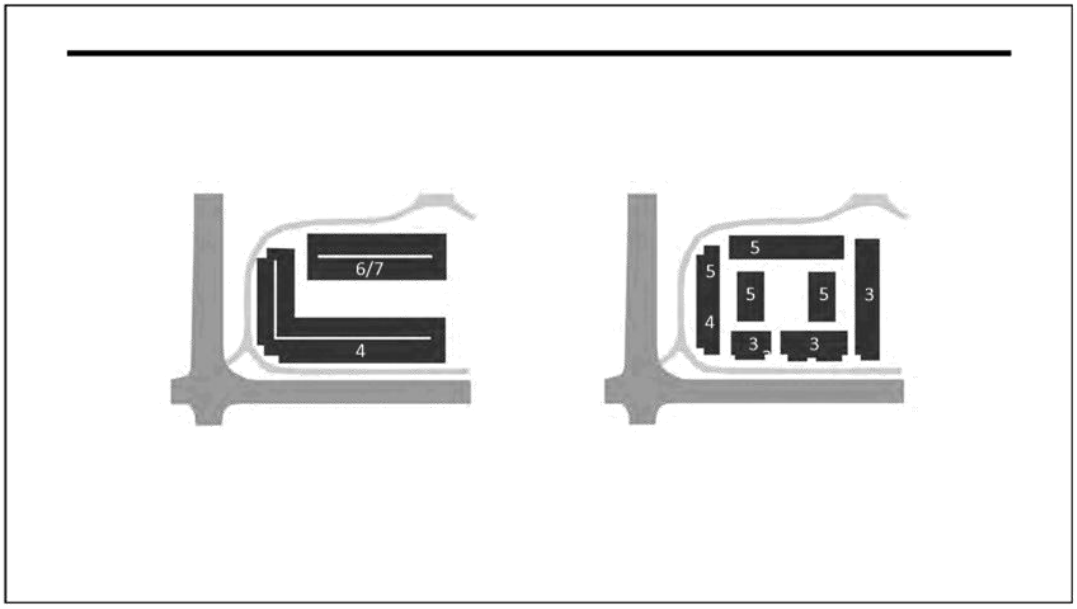
29/7/19





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29/7/19

16

29/7/19

17

29/7/19

DRP COMMENTARY

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

18

AIA STATE AWARDS

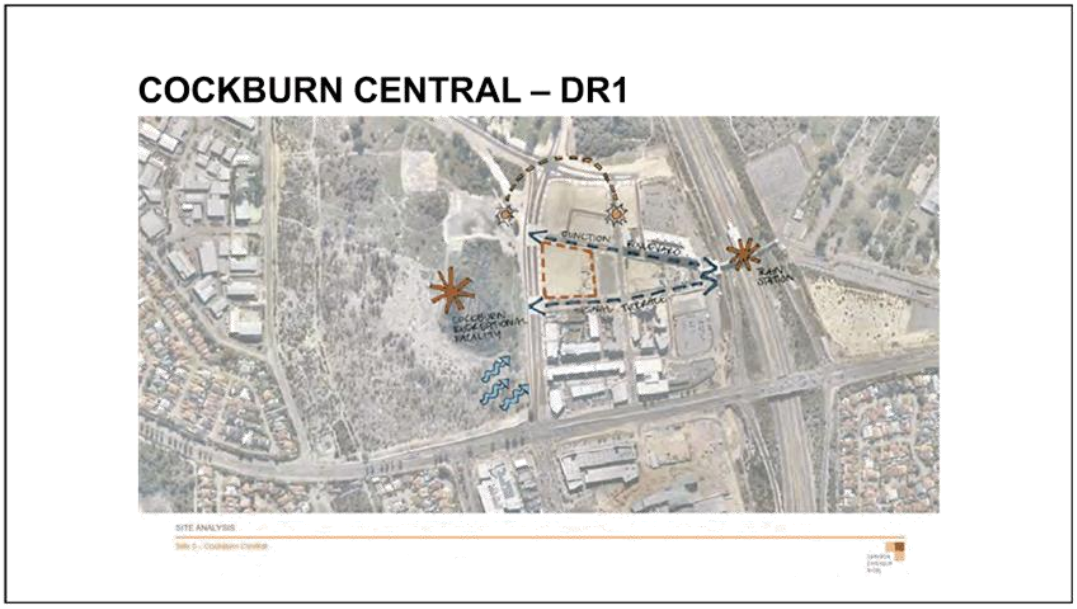
" The Bottleyard by MJA Studio is a great example of an **affordable** apartment building development that creates an architecture to engage with its inner city vernacular and the Perth climate."

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

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

29/7/19

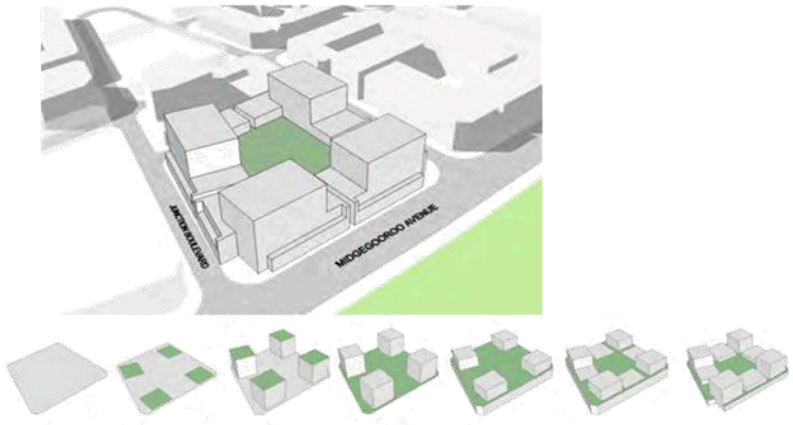

COCKBURN CENTRAL APARTMENTS
FRASERS
CCN ARCHITECTS


COCKBURN CENTRAL – DR1
SITE ANALYSIS

20

29/7/19

COCKBURN CENTRAL – DR1

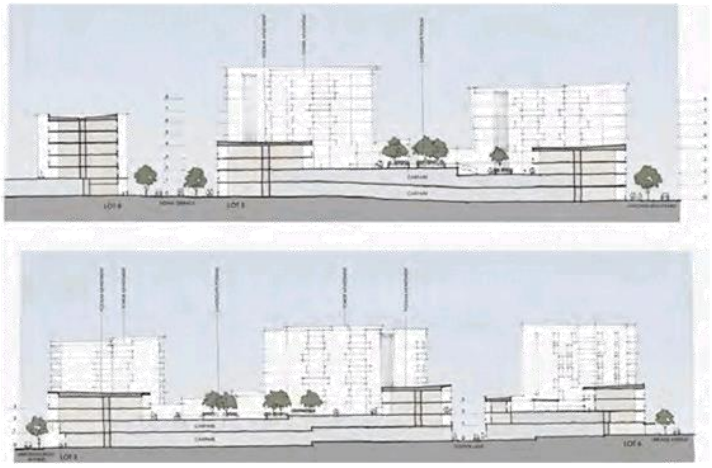


COCKBURN CENTRAL – DR1

21

29/7/19

COCKBURN CENTRAL – DR2



COCKBURN CENTRAL – DR2

22

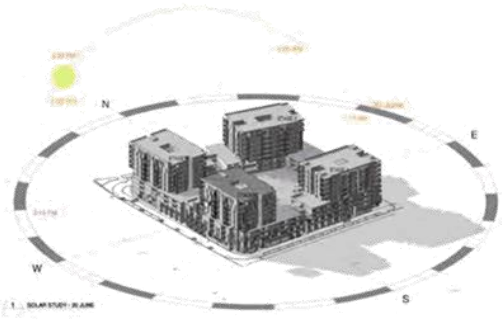
29/7/19

COCKBURN CENTRAL – DR3 LEVEL 03

COCKBURN CENTRAL – DR3

ALL STAGES - 343 UNITS

	No	Achieved %	Mandatory %
UNITS WITH 2 HOURS DIRECT SUNLIGHT BETWEEN 9AM & 3 PM	260	76%	70%
UNITS WITH OUTDOOR SPACE BENEFITING FROM NORTHERLY ASPECT	184	54%	70%
UNITS WITH SOLELY SOUTH FACING PRIMARY LIVING SPACE ASPECT	52	15%	10%



23

29/7/19

COCKBURN CENTRAL – DR3

COCKBURN CENTRAL – DR3

24

29/7/19

REPORTING

Design quality evaluation	
	Supported
	Pending further attention
	Not supported
Principle 1 **Context and character**	*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
	1a The design response to heritage context and character has improved: i. A greater extent of heritage precinct materials – encouraged for use in the MQ guidelines – have been incorporated into the ground floor podium and podium level landscaping. ii. Art deco entry motifs have been used as a generator for reference patterning in the podium brickwork
Principle 2 **Landscape quality**	*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
	2a A well-considered landscape plan has been provided with suitable species nominated for landscaping at ground and podium level. 2b Winter solar access to communal landscaping and facilities on podium has been considered. 2c An arboricultiralist report will be provided with the DA that confirms adequate setback and protection of heritage-listed trees along Victoria Avenue including ground water management, solar access and protection of canopy / root zone. 2d It was noted that all existing trees have been removed from the Shared Space Lane. The sizing of new trees was discussed and larger plantings are proposed - including a mature feature tree transplant - so as to provide a higher level of landscape amenity sooner, and to contribute to traffic calming in the Shared Space Lane. 2e The design approach to the Shared Space Lane has been revised to support a pedestrian priority use and ensure integration with the adjacent Public Open Space. The proponent team have collaborated with LandCorp to confirm that proposed materials will integrate well with the POS design. A pedestrian "island" has been introduced and parking bays have been reduced to support this approach. Fencing / materials interface between the Shared Space Lane and Lot 38 will be considered once the proposal for Lot 38 is progressed.

REPORTING

DR1 - Recommendations	DR2 - Response	DR2 Recommendations	Workshop - Response
[illegible]	[illegible]		
[illegible]	SUPPORTED		
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	SUPPORTED		
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	SUPPORTED		
[illegible]	SUPPORTED		
[illegible]	SUPPORTED		
[illegible]	SUPPORTED		
[illegible]	SUPPORTED		
[illegible]	SUPPORTED		
[illegible]	SUPPORTED		
[illegible]	SUPPORTED		

25

29/7/19

REPORTING

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

IMPROVE EFFICIENCY

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

Andrew Lefort, Manager Statutory Planning – City of Cockburn

26

29/7/19

IMPROVE EXPERTISE

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

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

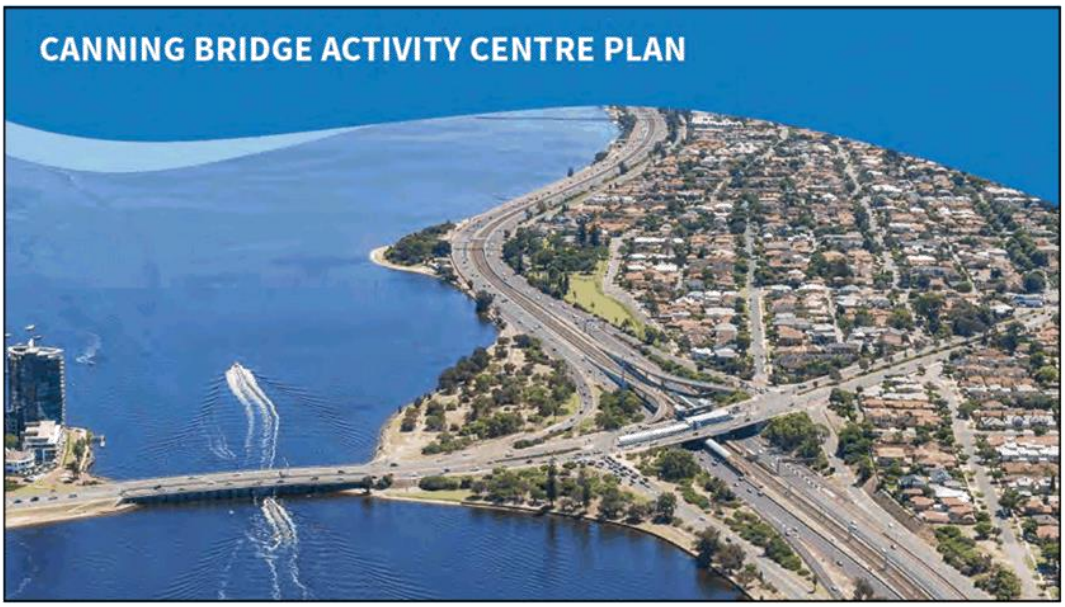
Office of the Government Architect

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

27

Attachment D - Presentation Day 2

7/29/19



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

PollEv.com/ShapeUrban450

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

City of South Perth

1

7/29/19

Welcome

City of South Perth

Welcome and Housekeeping

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

City of South Perth

2

7/29/19

Housekeeping

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

City of South Perth

Reminder/Recap

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

City of South Perth

3

7/29/19

Why Review the CBACP?

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

Canning Bridge Activity Centre Plan Review – Information and Feedback Sessions

City of South Perth

REMIT

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

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4

7/29/19

Tips

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

City of South Perth

Public Benefits

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

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5

7/29/19

Incentives (H8*, M10, M15)

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

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Public Benefits

- You asked for examples:

Cirque

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

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6

7/29/19

Public Benefits

- You asked for examples:

Precinct

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

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Public Benefits

- You asked for examples:

Sabina

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

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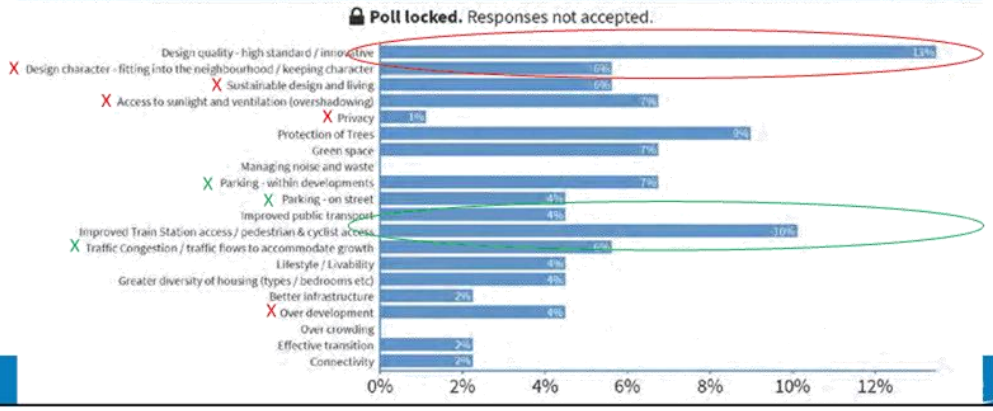
7

7/29/19

Priorities

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



Priorities

Things outside the remit

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

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

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8

7/29/19

Quick Wins

- Waste management
- Better quality applications – 3D perspectives
- Parking management

- *Note: community benefit incentive for good design….*

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Design Quality

What is it that most impacts design quality/amenity?

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

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9

7/29/19

Design Quality – elements for consideration

Trent Woods – Office Woods Architects

City of South Perth

Design Quality – developing recommendations

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

Design recommendation – this is about the 'rules'
Process recommendation – e.g. the design review process

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

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10

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PollEv.com/ShapeUrban450

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Architecture….

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

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11

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AFTERNOON TEA

City of South Perth

Traffic, Transport and the Parking issues

Chris Swiderski – Flyt

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12

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Transport – developing recommendations

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

'Requirements' recommendation
Process recommendation – e.g. Local Government actions

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

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13

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Trees and Open Space

- M15 and M10 Zone - 75% of the overall site area. Can be landscaped rooftop terraces, or gardens, green walls, podiums and communal open space areas. Large balconies (12m2 or greater) can be included
- H8 Zone - 30% open space. Shared common space at ground levels and/or roof.
- H4 Zone - 40% open space. Shared common space at ground levels and/or roof.
- No provision or requirement of deep soil zones
- Design WA does not require for

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Trees and open space – developing recommendations

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

'Requirements' recommendation
Process recommendation – e.g. Local Government actions

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

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14

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Incentives (H8*, M10, M15)

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

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15

7/29/19

Incentives – developing recommendations

1. Would you recommend any others (personally)?
2. As a group, what do you recommend?
3. Prepare your statement of recommendation together for presenting

'Requirements' recommendation

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

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16

7/29/19

Recap Recommendations

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Thank You!!

- We will send you a summary this week of both days consolidated
- Please make notes on the wall on the way out if you have any other comments
- Please get involved in the next phase which is communicating the recommendations to others

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17

Attachment E - Day 2 Presentation Trent Woods

7/29/19

STATE PLANNING POLICY 7.0

DESIGN OF THE BUILT ENVIRONMENT

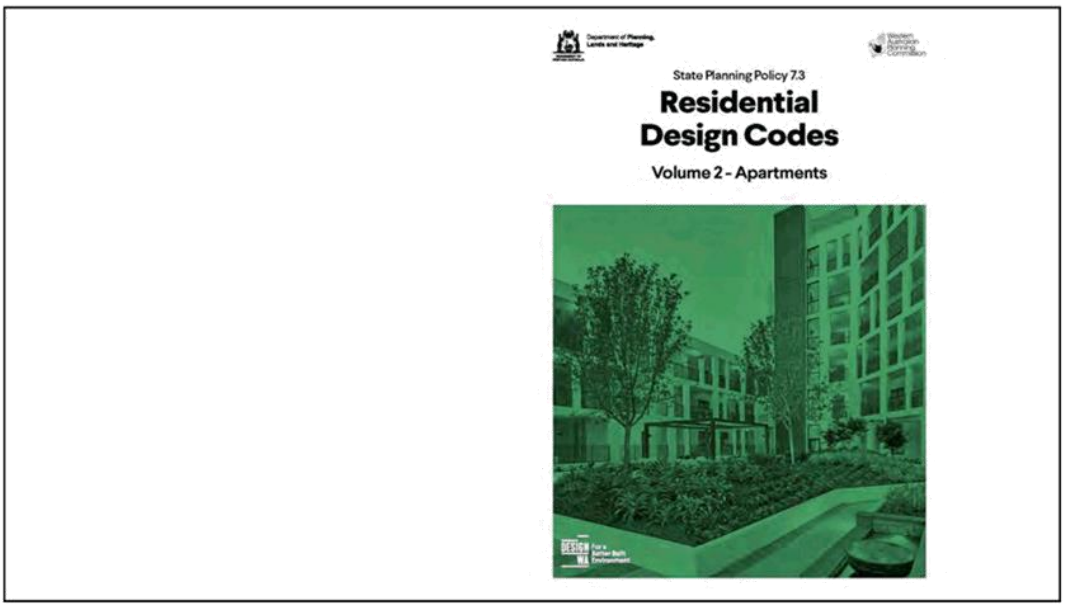
Design Review Guide

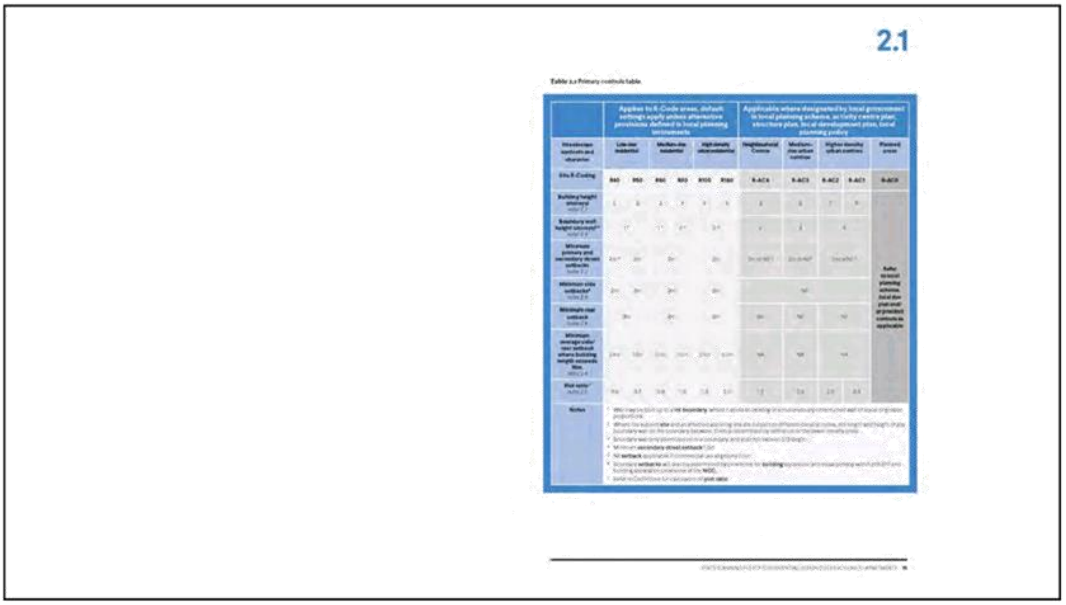
Ten Design Principles

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

1

7/29/19


State Planning Policy 7.3
Residential Design Codes
Volume 2 - Apartments


2.1

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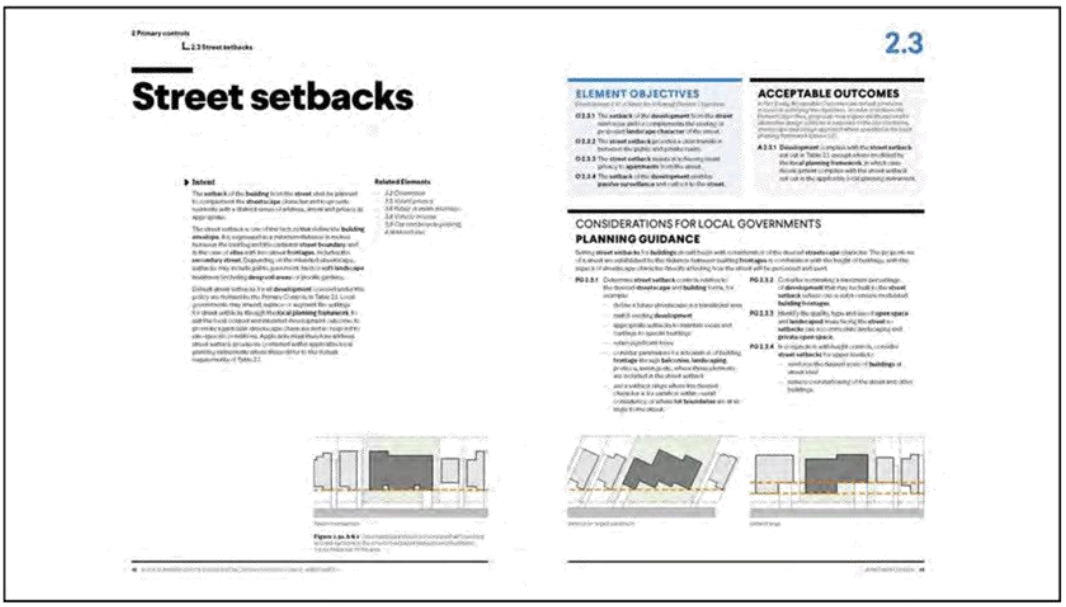
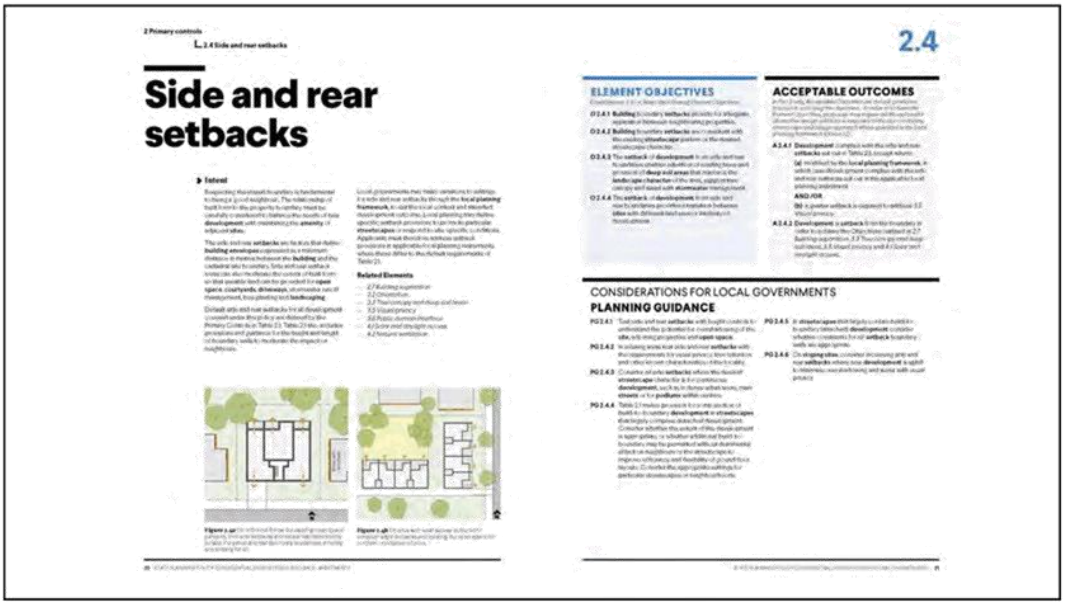
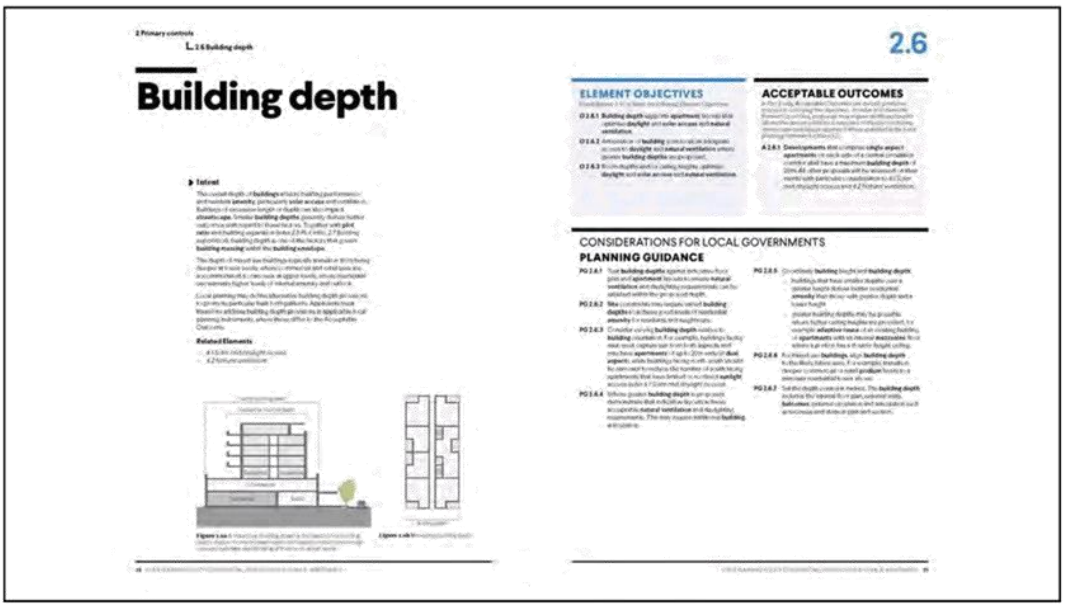
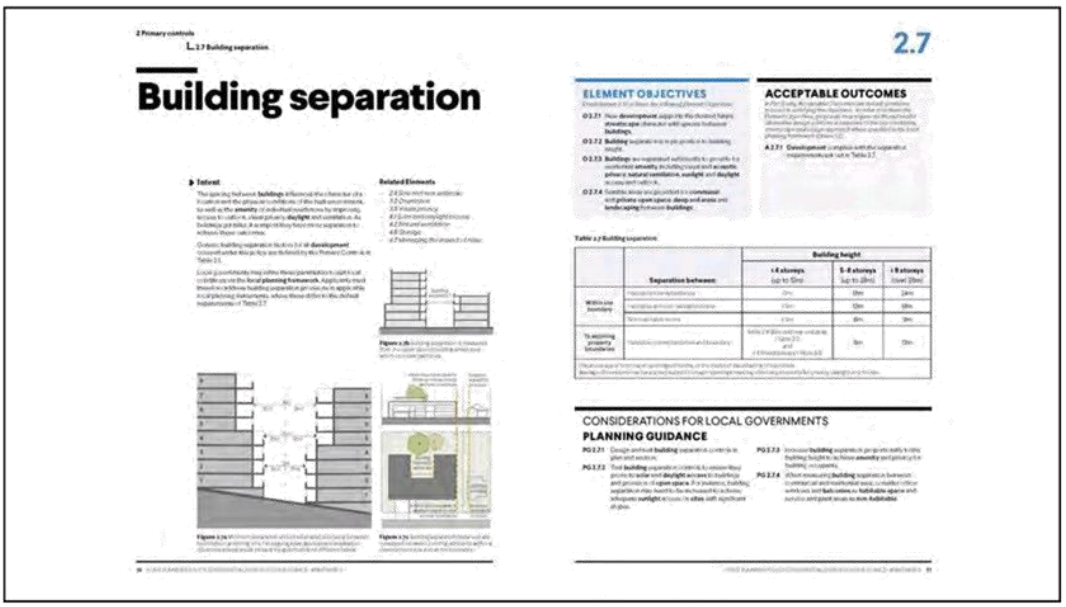
7/29/19


2 Primary controls
2.3 Street setbacks
Street setbacks
2.3
ELEMENT OBJECTIVES
ACCEPTABLE OUTCOMES
CONSIDERATIONS FOR LOCAL GOVERNMENTS
PLANNING GUIDANCE


2 Primary controls
2.4 Side and rear setbacks
Side and rear setbacks
2.4
ELEMENT OBJECTIVES
ACCEPTABLE OUTCOMES
CONSIDERATIONS FOR LOCAL GOVERNMENTS
PLANNING GUIDANCE

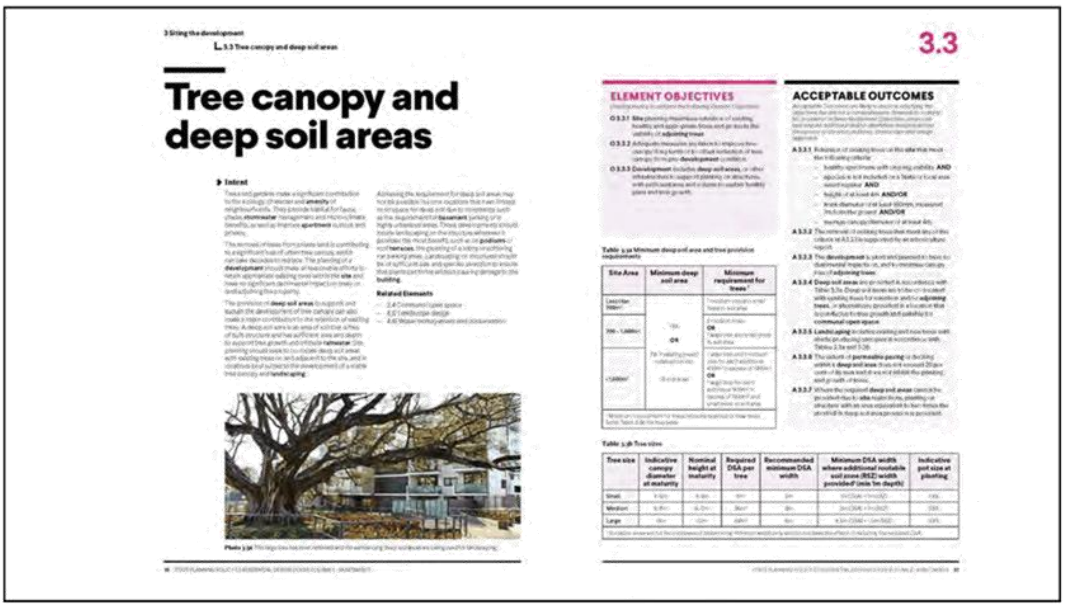
7/29/19


2 Primary controls
2.6 Building depth
Building depth
2.6
ELEMENT OBJECTIVES
ACCEPTABLE OUTCOMES
CONSIDERATIONS FOR LOCAL GOVERNMENTS
PLANNING GUIDANCE


2 Primary controls
2.7 Building separation
Building separation
2.7
ELEMENT OBJECTIVES
ACCEPTABLE OUTCOMES
CONSIDERATIONS FOR LOCAL GOVERNMENTS
PLANNING GUIDANCE

4

7/29/19



3 Siting the development
3.3 Tree canopy and deep soil areas

Tree canopy and deep soil areas

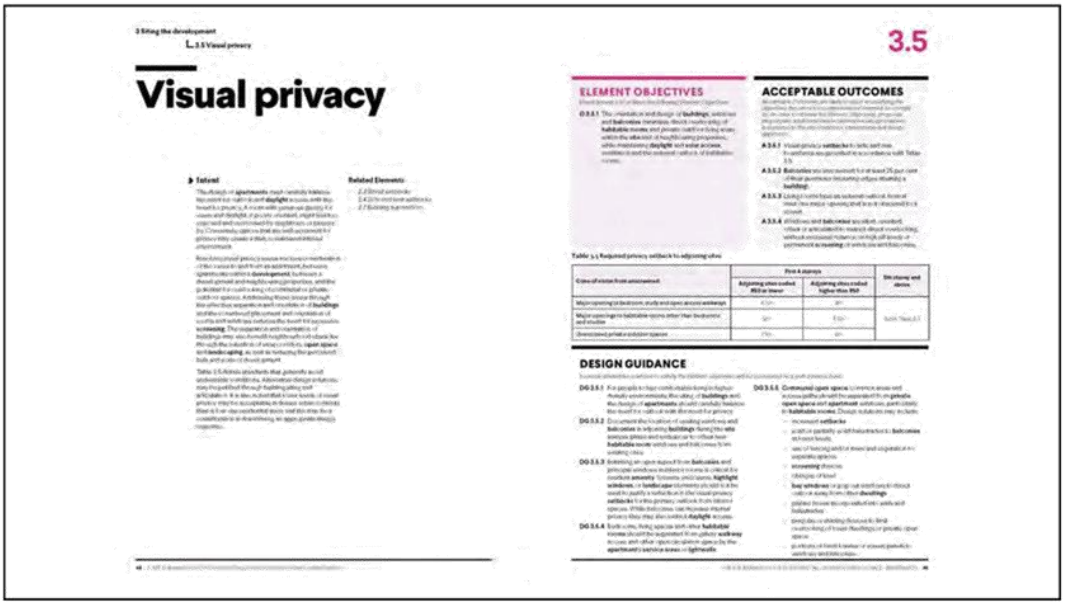
3.3

Intent

ELEMENT OBJECTIVES

ACCEPTABLE OUTCOMES

Related Elements



3 Siting the development
3.5 Visual privacy

Visual privacy

3.5

Intent

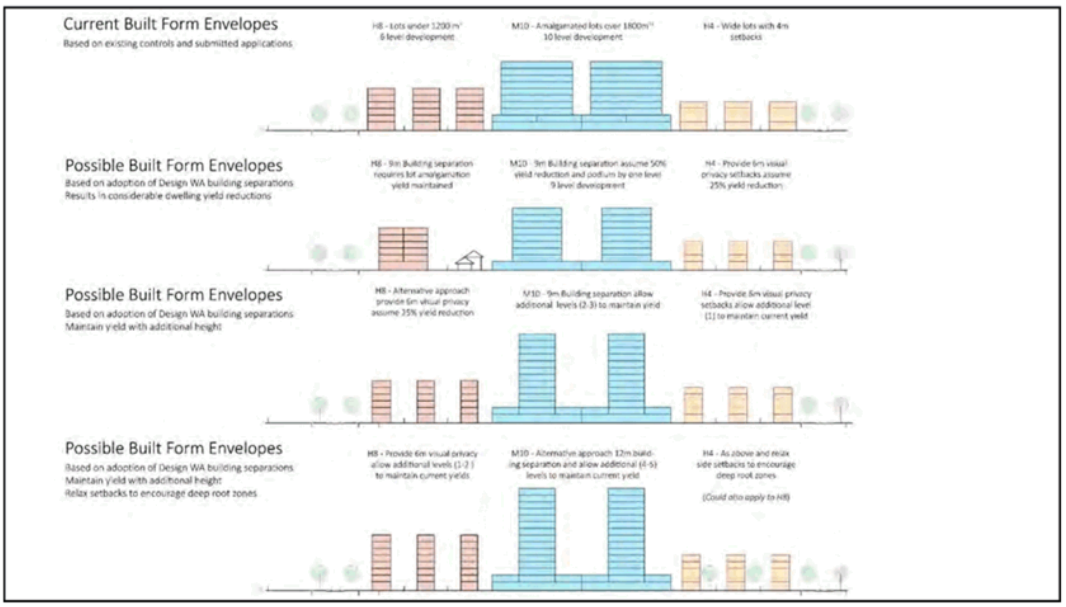
Related Elements

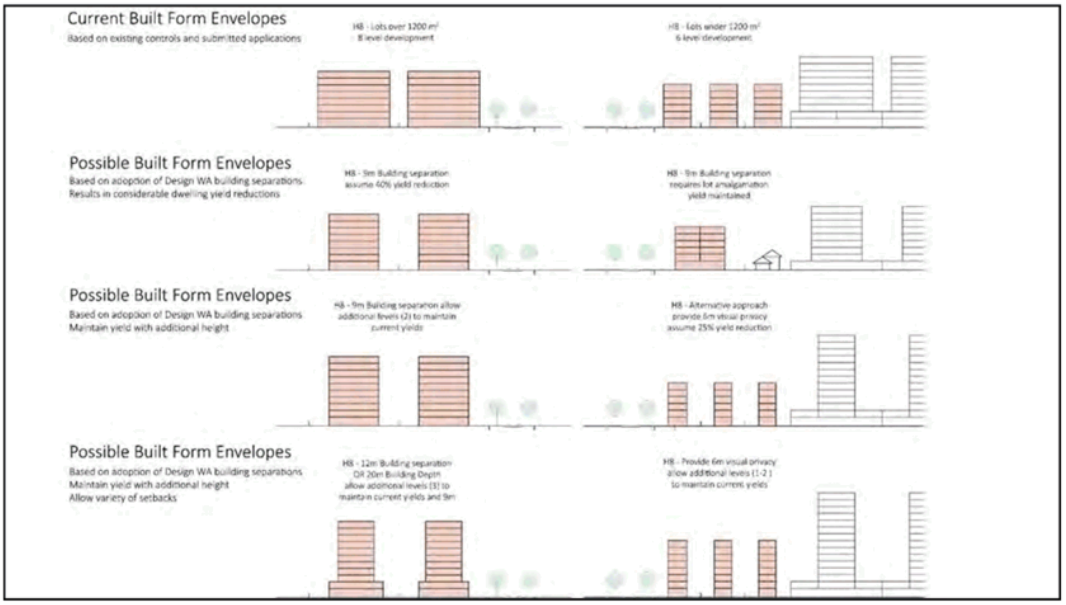
ELEMENT OBJECTIVES

ACCEPTABLE OUTCOMES

DESIGN GUIDANCE

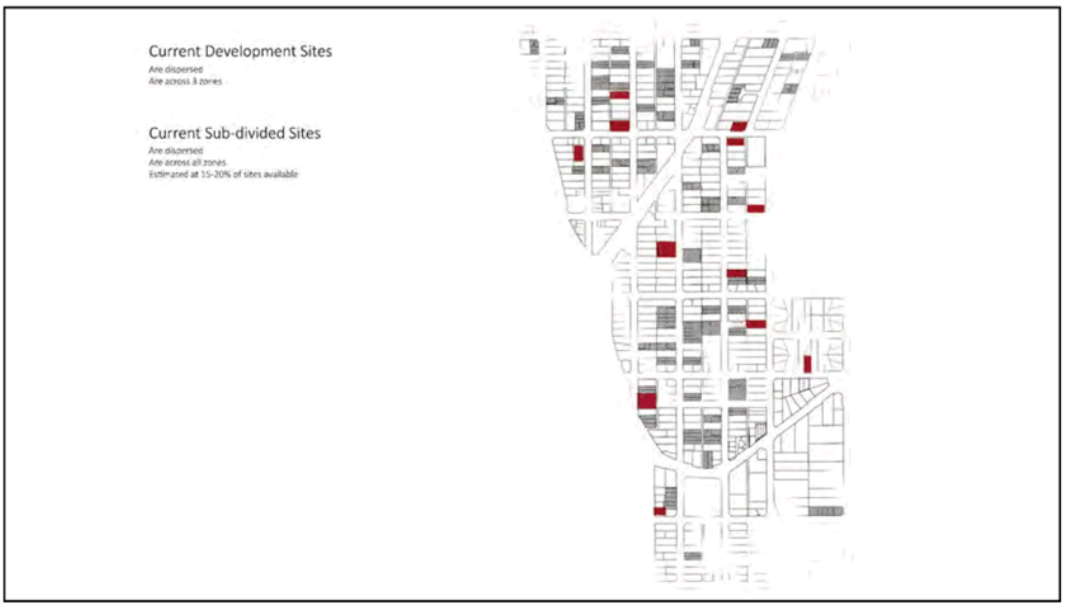
7/29/19

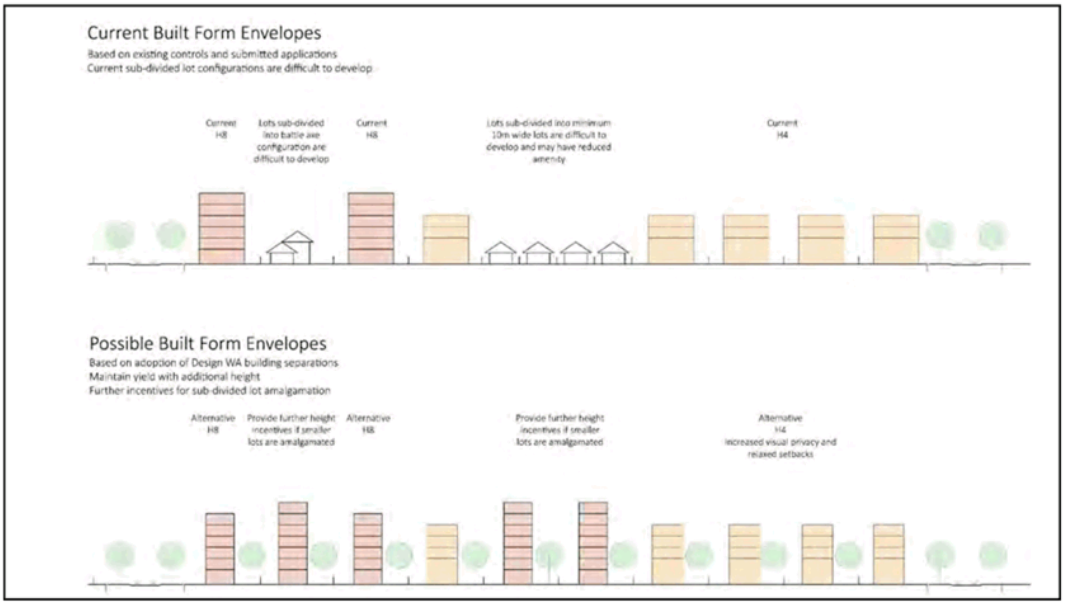

Current Built Form Envelopes
Based on existing controls and submitted applications
H8 - Lots under 1200 m²
6 level development
M10 - Amalgamated lots over 1800m²
10 level development
H4 - Wide lots with 4m setbacks
Possible Built Form Envelopes
Based on adoption of Design WA building separations
Results in considerable dwelling yield reductions
H8 - 9m Building separation requires lot amalgamation yield maintained
M10 - 9m Building separation assume 50% yield reduction and podium by one level 9 level development
H4 - Provide 6m visual privacy setbacks assume 25% yield reduction
Possible Built Form Envelopes
Based on adoption of Design WA building separations
Maintain yield with additional height
H8 - Alternative approach provide 6m visual privacy assume 25% yield reduction
M10 - 9m Building separation allow additional levels (2-3) to maintain yield
H4 - Provide 6m visual privacy setbacks allow additional level (1) to maintain current yield
Possible Built Form Envelopes
Based on adoption of Design WA building separations
Maintain yield with additional height
Relax setbacks to encourage deep root zones
H8 - Provide 6m visual privacy allow additional levels (1-2) to maintain current yields
M10 - Alternative approach 12m building separation and allow additional (4-5) levels to maintain current yield
H4 - As above and relax side setbacks to encourage deep root zones
(Could also apply to H8)


Current Built Form Envelopes
Based on existing controls and submitted applications
H8 - Lots over 1200 m²
8 level development
H8 - Lots under 1200 m²
6 level development
Possible Built Form Envelopes
Based on adoption of Design WA building separations
Results in considerable dwelling yield reductions
H8 - 9m Building separation assume 40% yield reduction
H8 - 9m Building separation requires lot amalgamation yield maintained
Possible Built Form Envelopes
Based on adoption of Design WA building separations
Maintain yield with additional height
H8 - 9m Building separation allow additional levels (2) to maintain current yields
H8 - Alternative approach provide 6m visual privacy assume 25% yield reduction
Possible Built Form Envelopes
Based on adoption of Design WA building separations
Maintain yield with additional height
Allow variety of setbacks
H8 - 12m Building separation OR 20m Building Depth allow additional levels (3) to maintain current yields and 9m
H8 - Provide 6m visual privacy allow additional levels (1-2) to maintain current yields

6

7/29/19


Current Development Sites
Are dispersed
Are across 3 zones
Current Sub-divided Sites
Are dispersed
Are across all zones
Estimated at 15-20% of sites available


Current Built Form Envelopes
Based on existing controls and submitted applications
Current sub-divided lot configurations are difficult to develop
Current H8
Lots sub-divided into battle axe configuration are difficult to develop
Current H8
Lots sub-divided into minimum 10m wide lots are difficult to develop and may have reduced amenity
Current H4
Possible Built Form Envelopes
Based on adoption of Design WA building separations
Maintain yield with additional height
Further incentives for sub-divided lot amalgamation
Alternative H8
Provide further height incentives if smaller lots are amalgamated
Alternative H8
Provide further height incentives if smaller lots are amalgamated
Alternative H4
Increased visual privacy and relaxed setbacks

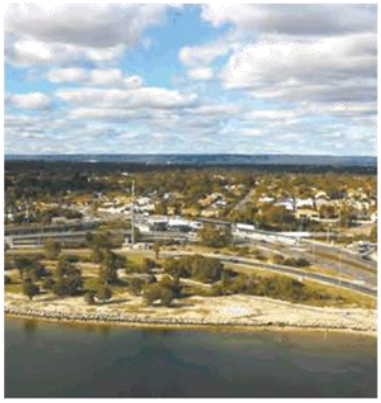
7

Attachment F - Day 2 Presentation Chris Swiderski

7/29/19

Canning Bridge Activity Centre Plan Review

Movement Network



City of South Perth

S+U

flyt

Parking

Parking and traffic are major concerns in redevelopment areas. Recent research as part of the Residential Design Codes of Australia - Apartments (DesignWA) project of nearly 3,000 residential parking bays for 34 development sites around the Metropolitan Region, including some within the City of South Perth, found that the average ratio of parking bays per residential unit (not including visitor bays) for locations within walking distance to Train Stations were:

- Within 300m – 1.09 bays per dwelling
- Between 300m and 800m – 1.20 bays per dwelling
- Over 800m – 1.33 bays per dwelling.

Walking distance to Stations is a key measure as over 20% of all trips starting from Canning Bridge Station are from people walking to the Train.

The research then examined use of those bays and there was a consistent level of overnight occupancy throughout the Metropolitan region of 70-75%.

In other words, even when taking into account unit occupancy and other factors, around 25% of bays allocated to residential dwelling units are typically not used overnight.

Across the metropolitan area, provision of parking is greater than the research suggests is required per dwelling or the type of parking is not providing for users at different times.

The current requirements for parking within the Canning Bridge Activity Centre Plan is listed in the Table below, which shows a comparison between the CBACP and other locations. The requirement in the South Perth area differs slightly from Melville as the City of Melville has introduced maximum parking bay provision for residential units, as is the case within DesignWA.

Framework	Bed rooms	Min.	Max.	Visitor
State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments in Activity Centres (DesignWA)	1	0.75	-	1:4 (>13 units)
	2+	1	-	1:8 (13+ units)
Scarborough Beach Redevelopment Guidelines	-	0.75	1.5	-
Subiaco Activity Centre	1	0.5	1.25	1:4 (>12 units)
	2+	1	1.5	1:8 (>13 units)
Canning Bridge Activity Centre Plan (City of Melville)	1	0.75	1	-
	2-3	1	1.5	
	4+	1.25	2	
Canning Bridge Activity Centre Plan (City of South Perth)	1	0.75	-	
	2-3	1	-	
	4+	1.25	-	

On- Street Parking

On-street parking issues within redevelopment areas is often raised as an amenity issue by existing residents and businesses. Parking occupancy on-street is a result of commuting activity, employees from local businesses using on-street bays, visitors to residential or commercial premises and construction activities. All of these users groups, at different times of the day, can create perceived or real issues with parking occupancy and taking up space that could be used more efficiently.

To understand use of on-street bays, surveys were completed in the area that recorded the number of vehicles parked at certain times. These surveys showed that:

- During a typical business weekday morning, there was an average of around 240 vehicles parked on streets in the area.
- During the early evening, when there were no or few commuting or employee vehicles parked on-street, there was an average of 90 vehicles parked on streets in the area.

Much of the present on-street parking is related to commuters and construction activities – some streets are indeed parked out during the day time. Outside of business hours, there are few areas where on-street parking would be perceived as an issue or at capacity.

On-street parking can be managed through time and restriction controls that are overseen and enforced by the City of South Perth. Some of these controls, such as restricting use of street space by time limit, permit parking or using no-stopping controls, are common place already in the South Perth Peninsula.

Timed and restriction controls allow for:

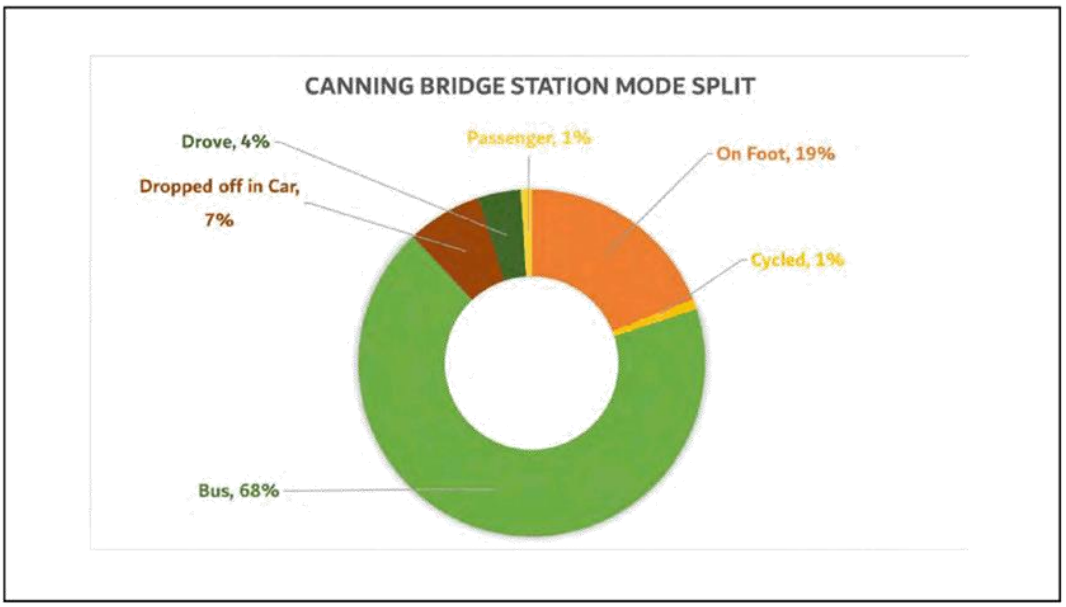
- Removing on-street commuting parking around the Station which results in space being used all day.
- Ensuring that residential properties have access to on-street parking for trades and services and other visitors.
- Prioritising certain on-street parking bays, for instance for deliveries, permit holders or ACROD permit holders.
- Ensuring visitors to commercial premises can access short-term parking bays which help support local visitors.
- Managing the amount of traffic on local streets, especially during peak periods.

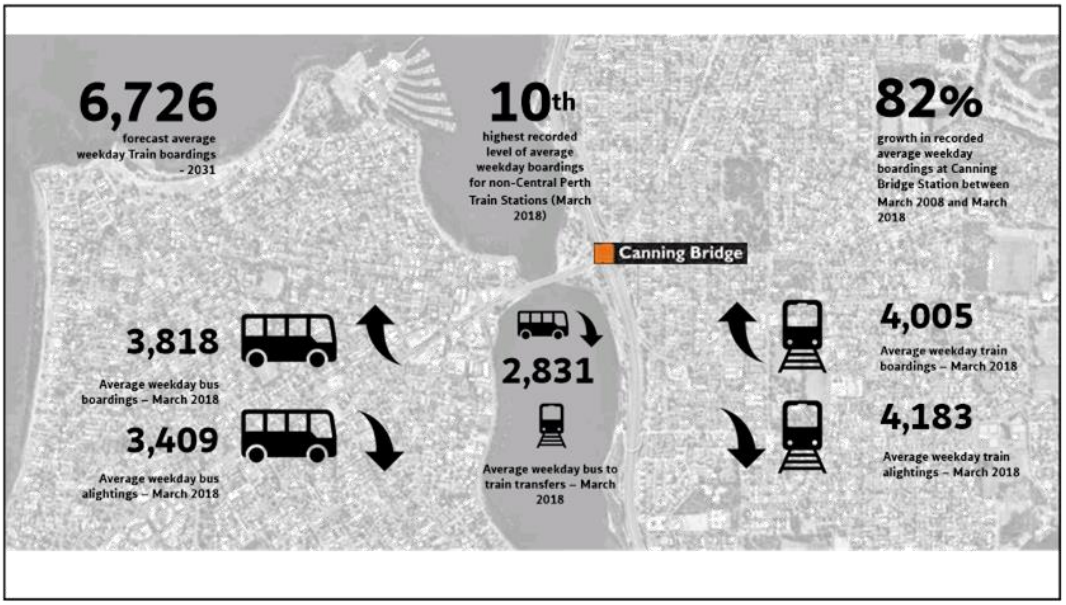
Without management many of the issues observed presently would be exacerbated, reducing the amenity of the area and impacting on existing and future residents and businesses.

Providing a higher number of parking bays would likely increase the overall volume of traffic by encouraging greater use of private vehicles for trips – especially during peak travelling hours. This would have further implications for the local street network and also impact pedestrians, cyclists and public transport users

1

7/29/19

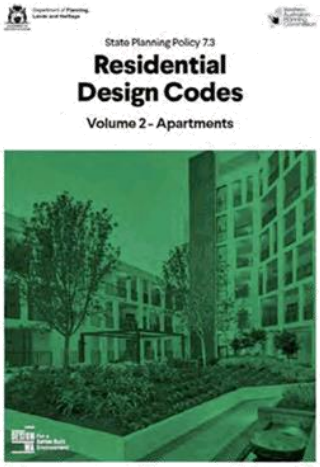

CANNING BRIDGE STATION MODE SPLIT
Drove, 4%
Passenger, 1%
On Foot, 19%
Dropped off in Car, 7%
Cycled, 1%
Bus, 68%


6,726
forecast average weekday Train boardings - 2031
10th
highest recorded level of average weekday boardings for non-Central Perth Train Stations (March 2018)
82%
growth in recorded average weekday boardings at Canning Bridge Station between March 2008 and March 2018
Canning Bridge
3,818
Average weekday bus boardings – March 2018
3,409
Average weekday bus alightings – March 2018
2,831
Average weekday bus to train transfers – March 2018
4,005
Average weekday train boardings – March 2018
4,183
Average weekday train alightings – March 2018

2

Off-street Parking

Parking within sites is a balance between a range of factors, such as what the demands are and how much traffic those bays generate.



Visitor Parking

- **How much visitor parking should be provided on sites?**
- **What is that visitor parking used for and how is it controlled?**

7/29/19

Centralised Parking

- Should visitor and commercial parking be centralised in one structure?
- Who pays?
- Where would it be located?
- Which street provides access
- Controlling certain types of parking

Manage Parking

- Ability to manage the type of parking
- Uses on-street space
- Not all streets are capable of having parking
- Removes Commuter based parking on-streets
- Reduces need for substantial on-site parking

4

Attachment G - Fact Sheets

Parking

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	2-3	**1**	-	
	4+	**1.25**	-	

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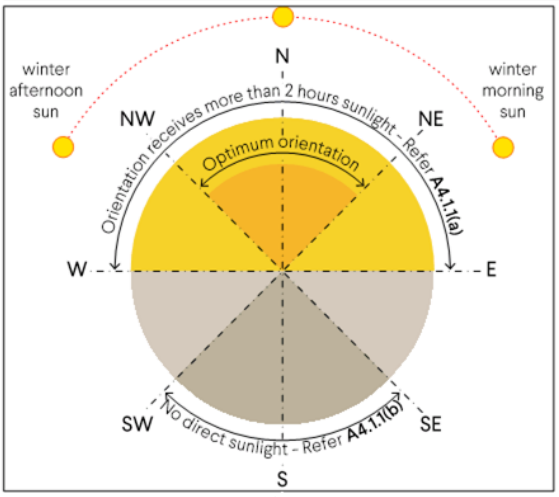
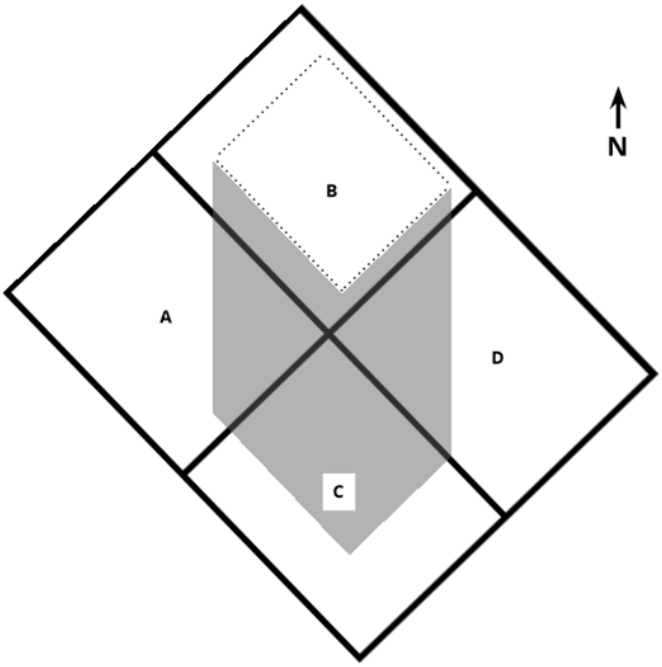
Solar Access

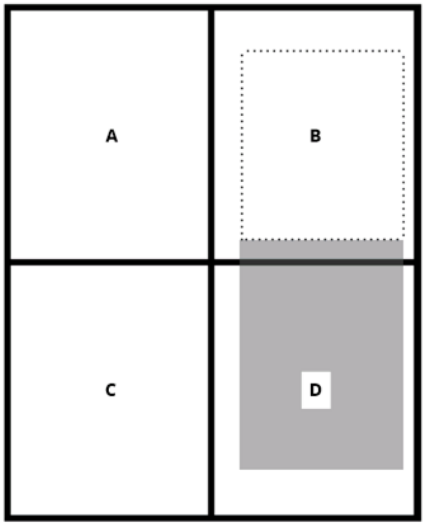
The shape and orientation of lots and the permitted height and built form sometimes makes it difficult to develop lots without a shadowing impact on adjacent properties. The Residential Design Codes of Australia - Apartments (DesignWA) provides a guide for shadowing of adjacent properties, which is tied to the shadow cast by a building at midday 21 June when access to northern winter sun is in greatest demand. Figure 4.1a and 4.1b of the R-Codes - Apartments describe this. The CBACP encourages developers to consider solar access of adjoining properties, but does not mandate specific measurements of access to sunlight.





It is really important to understand that in the Perth climactic region, shadowing considered by the DesignWA can only occur on properties south of development/ trees/structures.

For example, in the simplistic diagram shown below of lots running north-south, an 8-storey building on Lot B could shadow Lot D, but it will not cause shadowing which is assessed under DesignWA over lot C or A.



However, if the lots are skewed, as shown in the diagram to the left, it is possible for a 8-storey building on Lot B to shadow Lot C, and also shadow Lot A and Lot D.

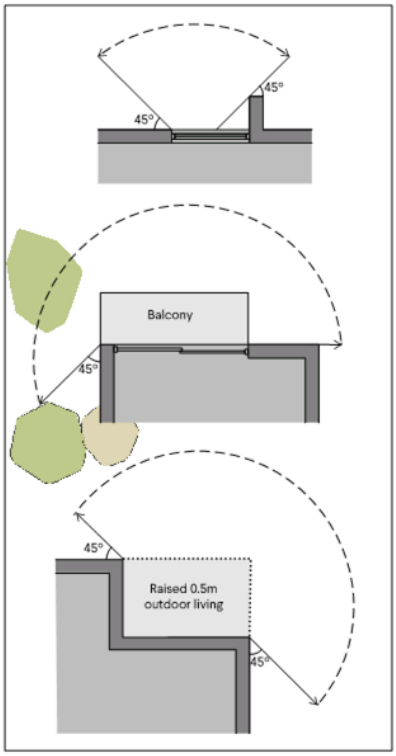
The shadow will increase in length if the southern lot is *down* hill, but will have less impact if the southern lot is *up* hill.

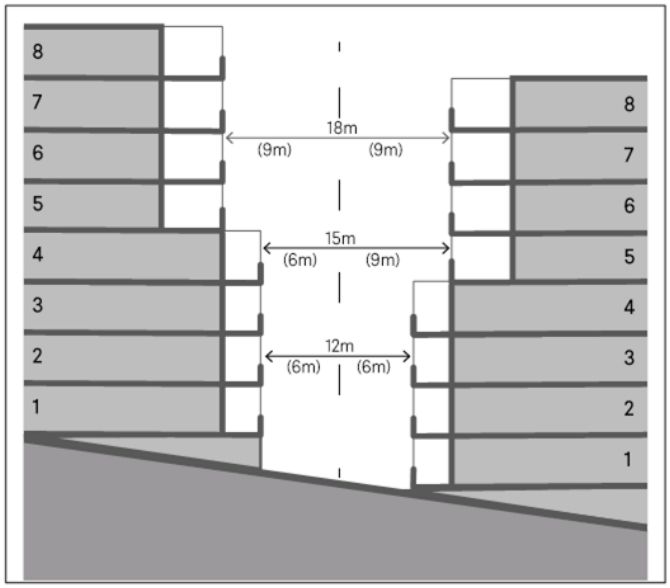
Primary Source: State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (DesignWA)

Privacy

The design of apartments must carefully balance the need for outlook and daylight access with the need for privacy. Resolving visual privacy issues involves consideration of the views to and from an apartment, between apartments within a development, between a development and neighbouring properties, and the potential for overlooking of communal or private outdoor spaces. The CBACP encourages developers to consider privacy between properties, but does not mandate specific setback requirements.

The Residential Design Codes of Australia - Apartments (DesignWA) addresses these issues through separation requirements and direction for the considered placement and orientation of rooms and windows. Tables 2.7, 3.5 and Figures 2.7 and A7.3a of DesignWA describe this.



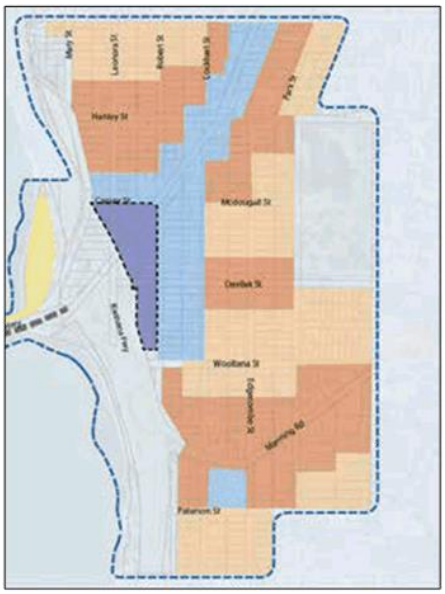


Building Separation	**Up to 4 storeys**	**5-8 storeys**	**>8 storeys**
Habitable rooms/balconies within site	12m	18m	24m
Habitable and non-habitable rooms within site	7.5m	12m	18m
Non-habitable rooms within site	4.5m	6m	9m
Habitable rooms/balconies to adjoining properties	-	9m	12m
Cone of Vision - Setbacks	**Adjoining sites coded R50 or less**	**Adjoining sites coded higher than R50**	**5th storey and above**
Major opening to bedroom, study and open access walkways	4.5m	3m	See above
Major openings to habitable rooms other than bedrooms and studies	6m	4.5m	
Unenclosed private outdoor space	7.5m	6m	

Primary Source: State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (DesignWA)

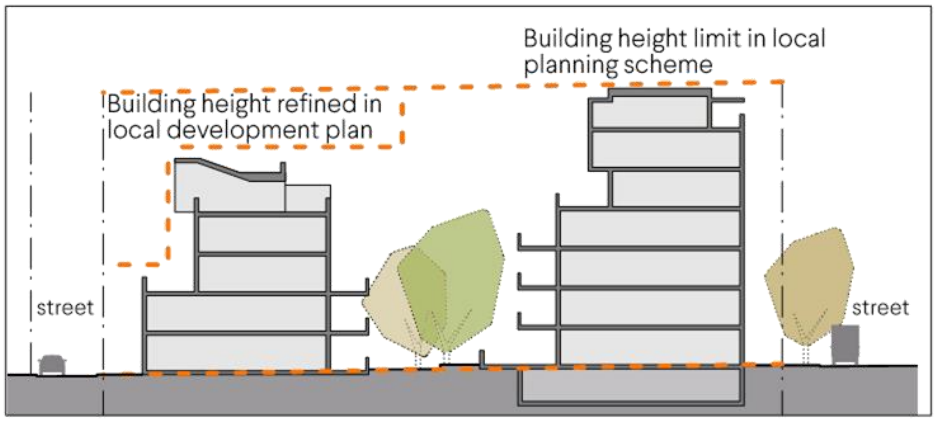
Height

The total height of a building informs the number of storeys possible in a development. Floor to ceiling heights vary depending on the use. Residential apartments usually have lower ceiling/floor heights than shops and offices.



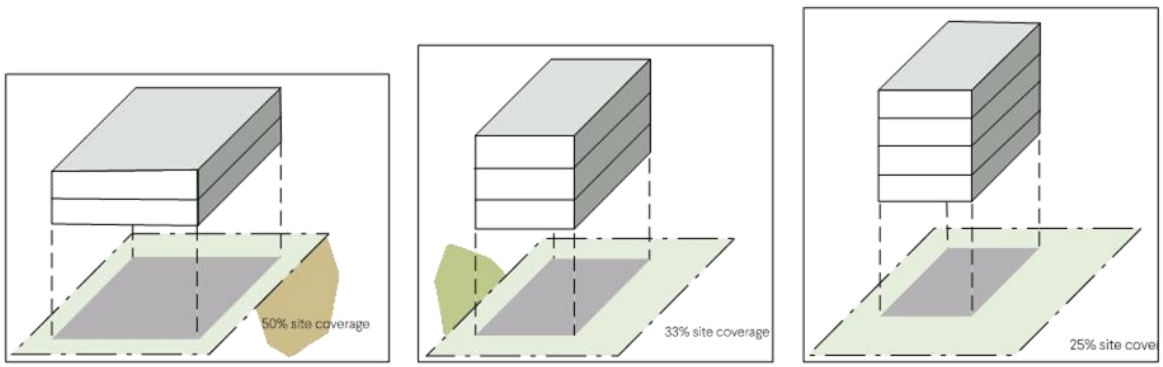
Building height in the Canning Bridge Activity Centre Plan have been developed in accordance with the desired future character of the area and the precinct has been determined as a key high density precinct in the Perth metropolitan area. Heights within the CBACP include a 4-storey area, an 8-storey area, a 10-storey area and a 15-storey area.

However, in the 8, 10 and 15-storey areas minimum lot sizes are required to achieve those height limits. In addition, there are a number of incentives available in the 10 & 15-storey areas that would allow for taller buildings (subject to minimum site area requirements).



Height is often related to building bulk as well. In the CBACP height and bulk are controlled by heights above ground level and by building setbacks. In the Residential Design Codes of Australia - Apartments (DesignWA), height and bulk are controlled by heights above ground level, by building setbacks and separation and by plot ratio.

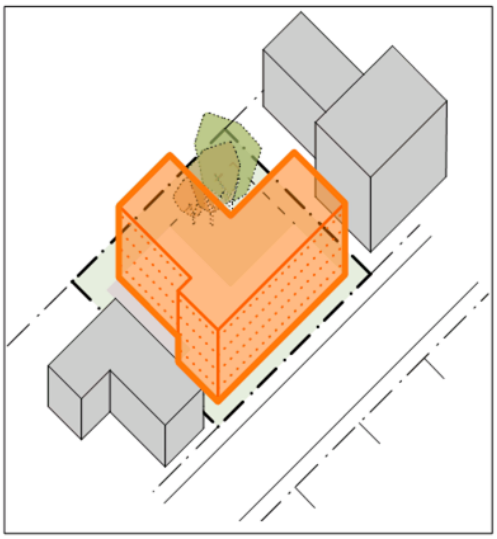
Figure 2.2b and 2.5a of DesignWA describe this.



Primary Source: State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (DesignWA)

Trees

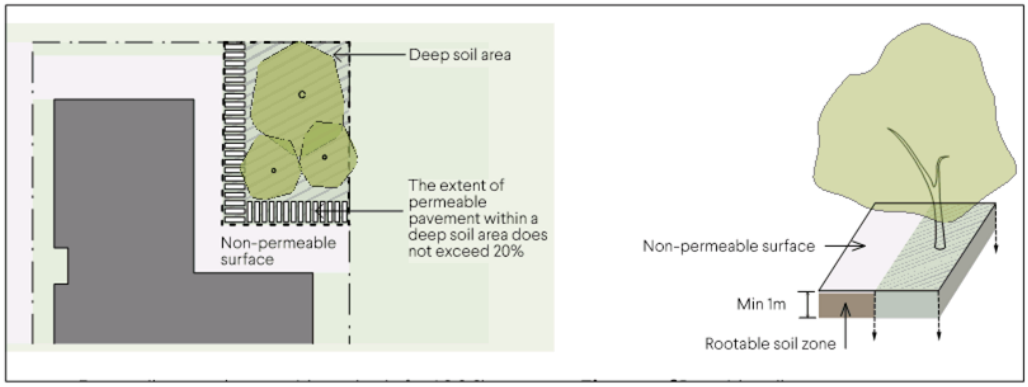
Trees and gardens make a significant contribution to the ecology, character and amenity of neighbourhoods. They provide habitat for fauna, shade, stormwater management and micro-climate benefits, as well as improve apartment outlook and privacy.

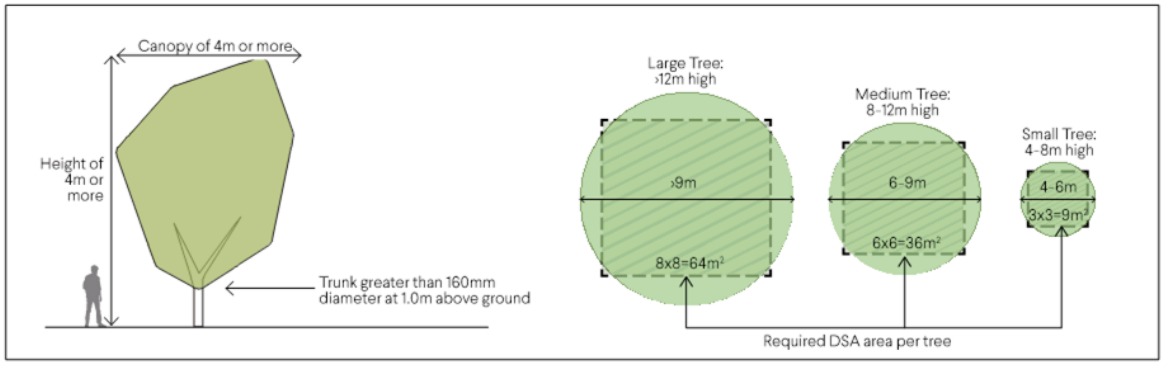


The Residential Design Codes of Australia - Apartments (DesignWA) suggests that the planning of a development should make all reasonable efforts to retain appropriate existing trees within the site through the provision of deep soil areas to support and sustain the development of tree canopy.

A deep soil area is an area of soil that is free of built structure and has sufficient area and depth to support tree growth and infiltrate rainwater. Site planning should seek to co-locate deep soil areas with existing trees on and adjacent to the site, and in locations best suited to the development of a viable tree canopy and landscaping. Figure 3.3a, 3.3b, 3.3e and 3.3f of DesignWA describe this.

The Canning Bridge Activity Centre Plan has significant open space requirements, which also permits green roofs and green walls. It does not currently mandate deep soil zones.





Primary Source: State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (DesignWA)