

# LONG TERM VISION

\* THIS VISION IS SUBJECT TO FURTHER STUDIES AS PER THE IMPLEMENTATION ACTION FRAMEWORK

## KEY ELEMENTS OF PRECINCT VISION

- 1 MORE STREET TREES THROUGHOUT THE PRECINCT
- 2 OPPORTUNITIES FOR KERBLESS LOCAL PEDESTRIAN ENVIRONMENT
- 3 PUBLIC PARKS MIRRORED ON BOTH SIDES AS CENTRE ON MELVILLE PRECINCT
- 4 ADDITIONAL COMMUNITY FACILITIES
- 5 EXPANDED FORESHORE AREA FOR INCREASED FORESHORE USES
- 6 THIRD BRIDGE TO REPLACE AGING INFRASTRUCTURE - REALIGNED CANNING HIGHWAY
- 7 CONSIDER OPPORTUNITIES FOR CAFES, RETAIL, KIOSKS ALONG PEDESTRIAN/ LOCAL TRAFFIC BRIDGE
- 8 POSSIBLE FUTURE FERRY PAVILION AND TERMINAL INTEGRATED WITH BUS/ RAIL INTERCHANGE
- 9 LANDSCAPED AND ELEVATED TO CONNECT TO LEVEL OF BUS/ RAIL INTERCHANGE
- 10 OPPORTUNITIES FOR MORE MIXED USE DEVELOPMENT IF DESIRABLE
- 11 BUS STATION TO BE DEVELOPED IN THE SHORT TERM (SUBJECT TO DETAILED DESIGN AND CAPITAL FUNDING ARRANGEMENTS)
- 12 POTENTIAL LONG TERM BUS, CYCLIST AND PEDESTRIAN ROUTE/S - NO THROUGH ACCESS FOR OTHER TRAFFIC (SUBJECT TO FURTHER INVESTIGATION)
- 13 POSSIBLE LOCAL KISS AND RIDE FACILITY (SUBJECT TO FURTHER INVESTIGATION)
- 14 NEW PEDESTRIAN/ CYCLIST OVERPASS LINKING TO THE BUS AND RAIL STATIONS (SUBJECT TO DETAIL DESIGN)
- 15 NEW INTERFACE INTO EXISTING ROAD NETWORK SUBJECT TO FUTURE INVESTIGATION. NO CHANGES EXPECTED UNLESS THE NEED FOR 12 OCCURS.
- 16 COMMERCIAL FUNCTIONS
- 17 TEAROOMS, AMENITIES
- 18 LOCAL COMMERCIAL AREA
- 19 NEW MANNING ROAD TO FREEWAY (SOUTHBOUND) ON RAMP AND PARKLANDS
- 20 OPPORTUNITY FOR MIXED USE SITE DEVELOPMENT
- ALTERNATIVE ROAD SURFACE TREATMENTS TO ENCOURAGE REDUCED SPEED AND PEDESTRIANISED ENVIRONMENT
- FURTHER INVESTIGATION OF PROPOSED HEIGHT AND DENSITY REQUIRED



Figure 1 – Key elements

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## BUILDING HEIGHTS

- PERFORMANCE BASED ZONE. HEIGHT/STOREYS SUBJECT TO DELIVERY OF COMMUNITY BENEFITS TO A MAXIMUM OF 20 STOREYS
- PERFORMANCE BASED ZONE. MIXED USE DEVELOPMENT (COMMERCIAL/RESIDENTIAL/COMMUNITY USES) TO A MAXIMUM OF 10 STOREYS
- RESIDENTIAL LAND USES TO A MAXIMUM OF 5 STOREYS AS TRANSITIONAL DEVELOPMENT TO SURROUNDING RESIDENTIAL AREA
- RESIDENTIAL DEVELOPMENT TO A MAXIMUM OF 4 STOREYS
- RESIDENTIAL DEVELOPMENT TO A MAXIMUM OF 6 STOREYS. EXISTING COMMERCIAL USES TO REMAIN
- RESIDENTIAL DEVELOPMENT TO 3 STOREYS
- COMMUNITY/PUBLIC USES
- FURTHER INVESTIGATION OF PROPOSED HEIGHT AND DENSITY REQUIRED



Figure 2 – Building heights