

# CITY OF MELVILLE

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# Local Planning Strategy

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Endorsed by the  
Western Australian Planning Commission

18 April 2016

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Please advise the Department of Planning of any errors or omissions in this document.

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# City of Melville

## Local Planning Strategy

Prepared in Conjunction with  
Local Planning Scheme No.6

**February 2016**



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## Introduction

The Local Planning Strategy (LPS) is the key strategic urban planning document for the City of Melville and will be read in conjunction with the City of Melville Local Planning Scheme No. 6 (LPS 6). It is closely linked to the 'City of Melville's corporate plan and 'People Places Participation' (The Community Plan for the City of Melville). It defines a framework of land uses and activities and provides a broad statement of intent to guide integrated and sustainable planning and development in the City of Melville over the period 2012 – 2031 and beyond.

This strategy has been developed together with the Melville community through *Melville Visions – Community Perspectives on Our City- Our Future* (Dialogue with the City of Melville) project and the production of the City's first Long Term Community Plan and represents the culmination of many participatory and consultation steps. The input from the Melville community is acknowledged as a critical component in the content and design of the LPS and the resulting scheme. Preparation has also included assessment of all relevant state and regional plans, policies and strategies, including a comprehensive review of all local strategies and numerous long standing City policies.

The Local Planning Manual (DoP March 2010) defines the purpose of the Local Planning Strategy as

- a framework for local planning
- the strategic basis for local planning schemes
- the interface between regional and local planning
- setting out local government objectives for future planning and development
- a broad framework for local government objectives
- the means for addressing, economic, resource management, environmental and social issues and factors that affect and are affected by land use and development.

The general concepts within the Local Planning Strategy aim to encourage increased intensity in and around Activity Centres, transport nodes and along transport corridors in order to provide a greater housing choice, improve employment and encourage sustainable transport options. This strategy will enable the City to accommodate the expected growth in population without wholesale change to the suburban areas that characterise the City.



## Part 1 – Local Planning Strategy

### 1. Vision and Planning Principles

#### 1.1 Vision

The City of Melville has a rich and diverse history that has led to it being a place where people choose to live because of the proximity to the CBD, diversity of housing, opportunities for education, employment and recreation facilities to enhance their lifestyle. This planning strategy aims to protect the history and environment that has emerged as well as providing opportunities to cater for a growing population, increasing employment self sufficiency and ensuring the potential for a whole of life cycle within the City.

Taking into account the social, cultural, economic and environmental areas that the community sees as important to contributing to a high quality of life in the City of Melville, our vision is:

- to create a safe, attractive City where the consequences of our actions for future generations are taken into account;
- to ensure that natural and built facilities are, where practicable, accessible to everyone,
- to generate a sense of place, belonging and community spirit
- to ensure that all voices are heard through the creation of opportunities to participate in decisions that affect the lives of our community.

The Local Planning Strategy will provide the vision for the City of Melville over the next 20 years and beyond and in particular addresses the following issues:

- Establishes a strategic land use and development framework that manages the impact of projected growth;
- Provides strategic objectives for the diversity of land uses and housing types which will establish the social and economic sustainability of the City;
- Establishes a clarity and context for plans, strategies and decisions;
- Provides a consistent basis for planning strategies, implementation, policy development and governance for factors such as housing, business and industry, open space and recreation, transport, infrastructure and environment;
- Identifies a broad framework that defines the intent for land uses and activities over the medium to longer term, in order to establish a context for implementation, management and governance in conjunction with local planning schemes, local planning policies, strategies, structure plans and guidelines which may be required





to facilitate and guide the development of a broad range of land uses, infrastructure and activities (including capital works).

- Complements and strengthens the links between Local Government, Sub Regional and State and Federal strategic planning.

## **2. Planning objectives**

The four key themes of the City of Melville's Corporate Plan and Community Plan are:

- Social and Cultural,
- Economic,
- Environmental and
- Governance.

To facilitate continuity throughout the planning process these themes have been followed through the Local Planning Strategy.

### **2.1 Social and cultural**

*That citizens can lead a safe, healthy active life with opportunities to participate in social and cultural activities.*

- Provide safe, affordable and effective transport modes available for all sectors of the community.
- To protect and promote places of cultural heritage significance within the City including significant sites, buildings, structures, trees and landscape elements.
- Support housing choice and variety in neighbourhoods to match changing household needs with community identity and high levels of amenity.
- To maintain, increase and improve where required the quantity, quality, amenity and accessibility of regional and local open space in accordance with the recommendations of the City's Open Space Strategy.

### **2.2 Economic**

*To have a strong, vibrant, diversified and sustainable local and regional economy with a range of business and employment opportunities.*

- To ensure access to different levels and types of retail and commercial activity and employment opportunities to promote a more liveable City in accordance with *Directions 2031 and beyond (Directions 2031)* and *Liveable Neighbourhood's Community Design Code Principles*.
- To provide a transport system that will contribute to the quality of life and economic development of the City of Melville with minimum adverse effects on residents and the natural environment.



- To ensure that appropriate utilities are provided on time and in a sustainable manner to suit the City's growing needs.
- To protect and promote appropriate tourism opportunities within the City having regard to amenity and the environment.
- Enhance and maintain a business friendly environment.
- Have vibrant and diverse commercial centres that meet local and regional needs.

### 2.3 Environmental

*To meet high standards of compliance and have a healthy and sustainable local environment that makes a positive contribution towards the broader environment*

- To ensure that the natural environmental values of the City are protected and conserved for existing and future generations
- Contribute to the maintenance and enhancement of biodiversity for the preservation of our natural flora and fauna.
- Use natural resources sustainably to reduce our ecological footprint.
- Provide a sustainable built urban environment.

### 2.4 Governance

*To create an environment for excellence in governance and continuous improvement.*

- To provide a clear vision in Planning and Development for the City to enable more coordinated forward planning and works.
- Effective development of strategic directions and deployment of strategies.
- visible leadership throughout the organisation and in the community.

## 3 Strategic plan

This Local Planning Strategy is guided by Western Australian State Government legislation and policies, primarily the *Planning and Development Act 2005* and the *Environmental Protection Act 1986*

The Western Australia Planning Commission's (WAPC) policies, strategies and guidelines establish the principles, parameters and processes for the broad range of urban planning issues addressed by Local Government. These are usually expressed through WAPC policies such as State Planning Policies and high level strategies.

Of primary relevance to the Local Planning Strategy are WAPC policies and strategies such as *Perth and Peel @3.5 million, Directions 2031and beyond*, the *State Planning Policy 4.2 - Activity Centres for Perth and Peel 2009* and the *Liveable Neighbourhoods*. *The Local Planning Manual* and *Structure Planning Guidelines* have also been referred to in preparation of this strategic plan.



*Directions 2031 and beyond* and the more recent *Perth and Peel @3.5 million* establishes the City of Melville within the Central Sub-Region of the Metropolitan Area and provides a planning framework for the transition from suburban to inner-urban. This trend is reflected in changes to socio-economic profile, residential densities, mix of housing types and increased commercial activity.

The Strategy seeks to clarify the basis for addressing these matters through the Local Planning Scheme. The Strategy also provides direction on current best practice urban planning standards such as liveable neighbourhood design, sustainable development opportunities, promotion of mixed use development and transit oriented development, as well as improved function of development standards, protection of cultural heritage and environmental management.

The Local Planning Strategy provides the strategic intent and goals for the mix of sustainable land uses and activities such as:

- residential
- strategic, district, neighbourhood and local activity centres (commercial and industrial)
- community facilities and services
- transport infrastructure and services
- open space and environmental resources.

The Local Planning Strategy also promotes an implementation framework including:

- relevant State and local planning policies and guidelines
- planning scheme measures
- Local Government and State Government partnerships to facilitate development (including capital works).

While the Local Planning Scheme will have a 5 year timescale, the strategy will look 20 years to the future and beyond.

The strategy presents a framework of land uses and activities as follows:

- Identifies the primary areas for detailed strategic planning. These areas will be designated Strategic Development Areas in the Local Planning Scheme.
- Provides strategic goals for issues such as housing, business and industry, open space and recreation, transport, infrastructure and environment.
- shows the intent for the long term development of all parts of the City providing more certainty and stability for residents and investors,
- provides a stable plan to give confidence to major infrastructure investment.



### **3.1. Residential areas.**

The City of Melville has developed with a predominance of low density residential development. In keeping with the views expressed during consultation, the majority of the suburban areas will experience little change. However, in line with the aims of the *Central Metropolitan Perth Sub-Regional Strategy*, the Local Strategic Plan for the City has explored ways to reduce the dominance of low density residential and increase the proportion of medium and high densities. This is to be achieved by encouraging the intensification of the District Centres and making use of the potential of public transport nodes and corridors. Residential developments in the form of mixed use will be encouraged inline with SPP 4.2 Activity Centres in Perth and Peel. This will not only assist in managing the use of private transport but also encourage the diversity of housing types in those local areas that are within the vicinity of facilities, as desired by the community.

The major areas being considered for an increase in density include those properties in the vicinity of the public transport corridors of Canning Highway, Marmion Street, South Street and Riseley Street. The transport nodes of Canning Bridge, Bull Creek and Murdoch Rail Stations and Booragoon Bus Station also lend themselves to supporting an increase in densities to enhance the availability of the public transport links as well as the other facilities available in the area. The Local Planning Strategy promotes studies leading to the development of more detailed plans in these areas to enable a realisation of this potential.

Leach Highway, although designated as a freight route, also has a high frequency of bus services giving opportunity to investigate redevelopment potential that will allow for reduced access to the freight corridor for private vehicles, noise attenuation measures and increased densities that will promote more affordable housing options.

### **3.2 Industrial and business locations**

The proportion of land supporting Industry in the City is to be protected over the next 20 years. It should be noted that the area zoned ‘mixed business’ or ‘service commercial’ in Myaree extends further than the industrial zoning set aside in the Metropolitan Region Scheme. The pressure to realise the financial potential of land as the City moves towards an inner suburban environment is recognised, so the protection of the industrial areas from infiltration of more urban commercial uses is an important part of the planning for these areas. The focus will be on protecting the light industrial and service industries that support the local economy and service the local community whilst also recognising the need to accommodate larger format retail and showrooms. Myaree will continue to be the



focus for service type industries, showrooms and large format retail with the more intense industries being focussed in Palmyra and Kardinya industrial areas. Heavy industry will not be encouraged.

Two locations at Hulme Court and Marshall Road in Myaree have attracted smaller retail and food based establishments that service the local mixed business area as well as the local residential areas. Recognition of these locations as local centres is considered as a method of reducing the pressure for these types of services to spread further into the mixed business area.

### **3.3 Retail and commercial centres by type and function**

A strong network of activity centres has developed within the City of Melville which complement each other whilst reflecting their own unique character. Many of the centres have grown organically and despite being developed under the focus of retail floor space as the dominant planning control, have attained a reasonable level of diversity of land use. The Local Commercial Activity Centre Strategy 2013 (LCACS) explains the new dynamic brought to activity centre planning through the introduction of *Directions 2031* and *State Planning Strategy 4.2: Activity Centres for Perth and Peel in 2010*. “Rather than focusing on retail floorspace alone, local governments and developers are now required to address activity centre development in a holistic manner. This approach recognises the activity that exists, and the need for users to have convenient access to activity, while reducing dependence on cars for transport. A more sustainable urban form is envisaged using activity centres as the fundamental building block of urban form.” (Pracsys 2013.)

Despite being developed under a planning system that has been dominated by access for the private motor vehicle, local and regional relevance has seen most of the activity centres maintain good relationship with public transport. The higher order Secondary, Specialised and District centres are all situated on high frequency bus routes with Murdoch and Canning Bridge also having walkable access to the Perth to Mandurah rail service which was opened in 2007. Improved pedestrian and cycling access to adjoining catchments has been a focus of the last decade for the neighbourhood and local centres.

As the city transitions from an outer urban or suburban environment to an inner urban environment, the intensity of the activity centres becomes more relevant. Crucial to this transition is the ability to increase the diversity of these centres enabling significant change to take place without impacting on the majority of the suburban residential areas.

Major structural changes expected in the future City of Melville are:



- Increased population, especially around Murdoch, Booragoon and Canning Bridge;
- Continued high levels of demand for goods and services;
- Further development of high-knowledge industries at Murdoch;
- Further development of comparison shopping at Booragoon; and
- Increased demand for public transport.

To deal with some of these changes, the LCACS will assist in facilitating:

- The introduction of performance-based decision rules and metrics to test the suitability of proposed commercial or activity centre development;
- a shift in focus from travel by car to travel by public transport, walking or cycling including a shift from consideration of parking demand to parking management;
- encouragement of strategic public transport, walking and cycling links between important employment and activity destinations; and
- increased residential density in strategic locations, with regard to the affordability of housing.

The LCACS is directed at facilitating the achievement of State Government planning policy targets over the next 20 years. The strategy will also look beyond this horizon and provide a framework to assist decision-making after the targets have been met.

The City of Melville has:

One Secondary centre	• Booragoon	
One Specialised centre	• Murdoch	
Six District centres	• Bull Creek	• Canning Bridge
• Kardinya	• Melville	• Petra Street, and
• Riseley Street		
Ten Neighbourhood centres	• Applecross	• Bateman Village
• Brentwood	• Farrington	• Hislop Road
• Myaree	• McKimmie Road North	• Parry Avenue
• Willagee	• Winthrop	
Fourteen Local centres	• Attadale	• Bristol Avenue
• Castle Hill	• Gibson Street	• Glenelg Street
• Leeming Park	• Marmion Street	• North Lake Road
• Palmyra	• Queens Road South	• Reynolds Road/Hwy
• Somerville	• Stock Road	• Webber Street
Seven Local centres not currently zoned as centres		• Archibald Street East
• Bawdan	• Harrison Street	• Hulme Court
• Marshall Road	• McKimmie South	• Winthrop Deli



The following main points can be derived from the market potential analysis of the LCACS:

- Retail market potential shows that under current conditions there is latent demand for convenience goods and services across the City of Melville in almost all activity centres. This indicates that new floorspace supply has not kept pace with increases in demand. It may also be a reflection of the changing nature of retail and the high affluence of the catchment.
- Significant changes to the amount of floorspace supplied in the City of Melville, such as the proposed expansions at Booragoon and Murdoch, are expected to have some impacts on retail trade at other activity centres. The extent of the impact depends largely on the amount of floorspace increased or decreased, the existing latent demand in the local catchment of each centre, and the local population growth around each centre.
- If retail floorspace at Murdoch and Booragoon are expanded to the extent indicated in their respective structure plans, Bull Creek is expected to show a slightly concerning drop in floorspace productivity, which is a primary measure of viability. This is related more to the fact that Bull Creek was modelled to have minimal latent demand in the local catchment, rather than the increases at the other centres being of an unreasonable scale in the regional context. The additional population assumed to locate at Murdoch and Booragoon are also expected to create additional local demand.
- The district centres other than Bull Creek are modelled to be currently trading within their ideal retail floorspace productivity limits, or above their minimum threshold, meaning they have more 'room to move' than Bull Creek.
- If retail floorspace supply is located at Canning Bridge, some impacts are expected at the other district centres as a result. However, the existing latent demand in the local catchment and the additional population assumed to locate at Canning Bridge is expected to balance the effects of the additional retail floorspace supply in the future.
- Prior to structure planning at Riseley Street, demand modelling indicates that with only projected natural population growth, approximately 5,000 m<sup>2</sup> of additional retail floorspace can be supported at Riseley Street, even with an expanded Garden City Shopping Centre. Additional dwellings at Riseley Street will likely increase demand at the location.
- Myaree Mixed Business Precinct is an industrial centre that currently hosts a diverse range of land uses, including almost all the bulky goods floorspace in the



City of Melville. The future vision for Myaree as an activity centre will need to be determined, as there appears to be pressure for the centre to host other retail and office uses.

- The amount of future entertainment floorspace is likely to depend on the unique characteristics of the floorspace, and the regional nature of entertainment demand. It is expected entertainment floorspace demand will increase from current levels in line with population growth, but growth in entertainment also depends on the vision set for each activity centre to attract entertainment floorspace, the quality of the offer provided, and the resulting catchment of the floorspace.
- Population-driven office demand for the City of Melville has been estimated to increase in line with population growth. While there are significant new office developments indicated at Murdoch and Canning Bridge, the intention for much of this floorspace is to provide for strategic industry development at these locations. Population-driven office should be located near the catchment population it is serving, and therefore dispersed throughout City of Melville activity centres.
- Future strategic office demand cannot be modelled. It is an important part of high level activity centres and the current State government's employment decentralisation policy. Future strategic office in the City of Melville is expected to locate primarily in Murdoch and Canning Bridge due to the favourable characteristics of these centres for attracting strategic employment. Some strategic office in other activity centres, including Riseley Street and Myaree, currently exists and is likely to increase slightly in the future.
- Bulky goods are a business model requiring large floorplates for display and storage of goods, which requires direct large vehicle access and ample car parking. Demand for bulky goods is regional rather than local to the City of Melville. Bulky goods under the current business model are not considered appropriate for the core of activity centres; although in some cases they may be located on the fringe. Myaree Mixed Business Precinct hosts the majority of bulky goods floorspace in the City of Melville. The future of this centre, and of bulky goods for the City, should be considered as part of the future vision for Myaree.

One of the primary concerns of *Directions 2031* is to more closely align the spatial location of people's place of residence and place of work by ensuring employment opportunities are made available close to residential areas. *Directions 2031* addresses the challenge of aligning residents and employment from the employment end, by imposing employment self sufficiency (ESS) targets on existing residential areas. The rationale behind this is that by increasing ESS, employment self-containment (ESC) will also increase.





Approximately 2,830 additional jobs will need to be created in City of Melville activity centres by 2026 to meet the minimum employment self-sufficiency targets set within *Directions 2031*.

This analysis assumes, in line with *Directions 2031*, that providing employment in the outer sub-regions is the preferred trajectory to achieve a better alignment between place of work and place of residence. An alternative to achieve this policy objective would be to limit residential development in the outer sub-regions and increase infill within the centre sub-region. This would dramatically change the employment targets for the City of Melville.

In the context of structure planning for Murdoch, Booragoon, Riseley Street and Canning Bridge, it is almost certain that the targets will be exceeded by these centres. It is also important to note that these targets are based on the assumption that the level of population driven employment per capita (which reflect the level of servicing) in the southern sub-regions will increase. If this does not occur, all centres in the City of Melville will experience greater pressure for growth and development of population driven activity.

A brief look at the individual activity centres provides a guide to their future planning focus.

### **3.3.1 Secondary centre**

According to the State Planning Policy 4.2; Activity Centres for Perth and Peel, (SPP4.2) ‘secondary centres share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services facilities and employment opportunities. They perform an important role in the city’s economy and provide essential services to their catchment.’ These centres are an important focus for passenger rail and/or high frequency bus network.

The typical retail types include department stores; discount department stores, supermarkets and specialty shops. Typically they are expected to incorporate major offices and professional and service businesses.

Secondary centres are anticipated to service populations of up to 150,000 persons and target a walkable catchment of 400m. The target residential density is a minimum of 25 dwellings per gross hectare with a desirable target of 35 dwellings per hectare. There is also a target of between 20% and 50% non-retail floorspace as a proportion of the centres total floor space. The non-retail floorspace target is dependent on a total floorspace threshold.



### 3.3.1.1 Melville City Centre – (Booragoon)

Melville City Centre (Booragoon) is designated as a secondary centre under SPP 4.2. This type of centre is a level below strategic metropolitan centres in the hierarchy. Strategic metropolitan centres are defined as being multipurpose activity centres that provide a diversity of uses. Secondary centres perform similar functions to strategic metropolitan centres but offer a more limited range of services, facilities and employment opportunities than strategic metropolitan centres, and typically serve smaller catchments. They perform an important role in the regional economy and provide essential services to their catchments.

An activity centre plan for Melville city centre (Booragoon) was endorsed by the WAPC in April 2014. The intention of the activity centre plan is to explore significant expansion of the retail floorspace and enabling the introduction of new land uses to increase the diversity.

Booragoon Activity Centre is comprised of Garden City shopping centre, the Gateway building, the Alcoa building, Booragoon Business Centre, the Booragoon Bus Station, Riseley Corporate Centre and the City of Melville Civic Centre. The City Centre is framed by a mix of smaller scale commercial and medium density residential development as a buffer to the adjoining residential areas. The activity centre plan will focus on increasing the diversity of the City Centre and working with the land owners to create a more vibrant centre that caters for more activities outside of normal office and retail hours by using the *State Planning Policy 4.2; Activity Centres for Perth and Peel* as a guide to planning.

The Centre is well connected to public and private transport with a regionally significant bus transfer station adjacent to the centre and good regional road access through Riseley Street and Marmion Street. There is good local access through local roads and footpaths. There are still significant gaps in the public transport system catering for the catchment of the centre, specifically Applecross and Bicton. Better integration of the bus transfer station with the centre could assist in relieving growing congestion on the roads around the centre.

Modelling of the additional retail floorspace suggests that even with some competition from planned expansions at nearby Murdoch and Cockburn Gateway, when the expansion at Booragoon is completed it is expected to increase demand for goods and services at the centre. The catchment size of the centre is likely to increase as the greater range makes the centre more attractive, and people are more likely to travel from further away to visit the centre. Demand for goods and services at the centre is expected to continue increasing as the local and regional population grows.



### 3.3.2 Specialised centres

Specialised centres focus on regionally significant economic or institutional activities that generate many work and visitor trips, which therefore require a high level of transport accessibility. (DoP SPP 4.2)

This type of centre is unique in the hierarchy. Specialised centres provide opportunities for the development of complementary activities, particularly knowledge based businesses. A range of land uses that complement the primary function of these centres will be encouraged on a scale that will not detract from other centres in the hierarchy. Murdoch specifically has had its primary functions as a specialised centre defined as health, education and research.

#### 3.3.2.1 Murdoch activity centre

Murdoch Activity Centre is designated as a Specialised Centre in *the Central Metropolitan Perth –sub regional strategy for Directions 2031 and beyond* as well as in the *State Planning Policy 4.2 Activity Centres for Perth and Peel* focusing on Health, Education and Research. The construction of the Fiona Stanley Hospital has created an impetus to further develop the precinct.

The State Government has been leading a structure planning exercise for the activity centre and surrounding areas of the precinct which will include the University and the adjoining residential areas. There is a strong potential for an increase in density to surrounding residential areas, particularly those areas within 400 metres of high frequency bus routes however, the level of development will need to be closely managed to ensure the infrastructure in the vicinity will not be compromised. The land between the Hospital and the Murdoch train station (Murdoch Mix) has been investigated for a commercial mixed use development to support the hospital including residential and retail opportunities.

This specialised activity centre is currently well serviced by public transport with Murdoch Train Station adjoining the site and regionally significant, high frequency buses servicing the locality. The bus service, that is planned to complement the train service will, when the hospital opens, rival any for a centre outside the CBD in terms of frequency and accessibility.

It is expected that new floorspace at Murdoch Mix will begin trading, and new dwellings occupied in the same area in the next five or ten years. The amount of retail floorspace demand generated for Murdoch depends on the population growth in the local catchment, including the number of new dwellings built as fulfillment of the Murdoch activity centre structure plan. The new retail floorspace is likely to have some impacts on retail trade at



surrounding centres, and to be impacted by the planned expansion at Booragoon.

This analysis has excluded the additional retail demand that will likely be generated from the current visitors to Murdoch University, the visitors to new office floorspace located at Murdoch, and the Fiona Stanley Hospital workers and visitors, estimated to be around 10,000 per day.

### **3.3.3 District centres**

The City of Melville has six District Centres within its boundaries. Several of these centres service a catchment that includes adjoining authorities. A focus of the Local Planning Strategy is to intensify these centres to encourage a better mix of activities including residential in order to consolidate their role as community focal points. Mixed use developments will be encouraged within the activity centres as a way of intensifying their use. There will also be a trend to reduce the frame areas around the centres, which serve as a transition between the centres and the surrounding residential areas in order to encourage a greater concentration of commercial development within the centre whilst maintaining the residential densities within walking distance to support it.

#### **3.3.3.1 The Canning Bridge precinct**

The Canning Bridge Precinct has developed historically as an office precinct. The unique character of the area has also attracted high quality residential and retail development. The area has been the focus of more intensive study to realise the potential of the area and to enable the area to grow towards a planned vision which will include an increase in the retail and residential components as promoted by the *State Planning Policy 4.2 – Activity Centres for Perth and Peel*. The attraction of the area as a regionally significant office location will continue to be encouraged. This location is ideal for a transit oriented development focussing on the proximity of the railway station and the intensity of bus services. The proximity to City of South Perth and the location of the station within the adjoining authority lends itself to a joint approach to development of this precinct.

The retail component of this centre will remain at a level that services the local community complementing the district centres in proximity and keeping with the hierarchy shown in SPP 4.2 and the Local Commercial Strategy.

The vision for the precinct is to improve internal access through better pedestrian and cycling environments, better connectivity to public transport and a greater emphasis on self sustainability.

The quantity of future retail floorspace that can be supported at Canning Bridge depends largely on the scale of the population increase at the centre, as part of the fulfillment of the Canning Bridge structure plan. It is expected that even with the increase in retail



floorspace at Booragoon and minimal population growth at Canning Bridge the floorspace supply will be within ideal ranges.

In the aspirational scenario the population shock of additional residents at Canning Bridge significantly increases demand at the centre. While floorspace supply is also increased the additional supply is not in proportion to the population increase. This scenario indicates there is likely to be excess demand for goods and services at this location. However, the extent of this will depend on a range of factors, including:

- The quantity of new floorspace at nearby Riseley Street, which has not been included in this model due to the preliminary stage of structure planning for this centre;
- The shopping behaviour of local residents and the alignment of the retail offer with their needs at Canning Bridge;
- The impact of workers also located at new office floorspace at Canning Bridge.

### **3.3.3.2 Riseley Street**

The proximity of Riseley Street Centre to Canning Bridge and the City Centre and the access between these centres by high frequency public transport services make this an important centre in terms of the future growth of the City. The centre has grown to be an entertainment hub with restaurant, high end retail and office uses. There is a good diversity of commercial activity but the centre lacks the intensity of residential density that is desired for an activity centre of this size. The focus of the strategy will be to improve the proportional mix of uses within the centre to maintain its vibrancy.

Without any increase in the population at Riseley Street as part of the activity centre structure plan, the modelling indicates there is latent demand at Riseley Street for goods and services. Capturing this demand may require improvement of the offer available to prospective consumers, including the amount of floorspace provided, the quality of the goods and services provided, and the amenity of the general activity centre environment.

### **3.3.3.3 Melville and Petra Street**

These centres are located on Canning Highway which links them with each other as well as providing a link with Riseley Street and Canning Bridge. The Highway is also a very strong public transport corridor. Although these centres are in close proximity to each other they play different but complementary roles in servicing the local and district communities. The focus of the Local Planning Strategy is to reduce the commercial frames surrounding these centres to encourage an increase in intensity within the commercial centre supported by medium density development within a walkable catchment of the centres.



The modelling for Melville and Petra Street indicates that there is latent demand for goods and services at both centres. No major dwelling increases or floorspace supply increases were considered as part of the modelling, but both centres are expected to have the capacity to support both a larger population and higher levels of retail floorspace.

#### **3.3.3.4 Kardinya and Bull Creek**

These two centres were developed as suburban ‘box’ shopping centres but have begun to transform in recent years to more diverse activity centres. The strategy will encourage further transformation within the *State Planning Policy 4.2* guidelines with an increase in other land uses including small scale offices. The community highlighted these centres as places of opportunity for an increase in residential development.

The proximity of these centres to Murdoch will allow both complementary development as well as providing weekly services for the adjoining catchment areas. Both centres are located on major high frequency regional bus routes and have good access to regional roads. Their catchment also takes in adjoining areas in neighbouring local authorities.

The modelling for Kardinya indicated that the centre is trading close to the maximum floorspace capacity for the catchment size. Increasing the amount of floorspace at the centre is likely to require an increase in the catchment size. This could be achieved through increasing the size of the local population or increasing the attractiveness of the centre (i.e. significantly increasing the offer of goods and services, and therefore floorspace, at the centre). The vision for the future of centre should be considered in the context of the role the centre is playing in meeting local demand for goods and services, and the role it plays in the overall activity centre network.

The modelling for Bull Creek indicated that similar to Kardinya, the centre is trading close to or at the maximum floorspace capacity for the catchment size. Expansions of floorspace at Murdoch, Cockburn Central and Booragoon are expected to impact on the level of floorspace that can be supported at Bull Creek due to their very close spatial location, and the current focus of Bull Creek on convenience retail. Increasing the amount of floorspace at the centre is likely to require an increase in the catchment size.

#### **3.3.4 Neighbourhood and Local centres**

The City is well serviced by neighbourhood and local centres. There are ten neighbourhood and fourteen local centres currently zoned within the City of Melville. A further five locations are operating as local centres but under Community Planning Scheme 5 have a residential or mixed business zoning. Because of this the owners have had difficulty in redeveloping these centres. The local commercial strategy recognises the importance of these extra centres in the City network. In order to better facilitate the



vision for centres within walking or cycling distance of all residents the strategy will promote the rezoning of these centres to recognise the current use and encourage their development to service the local area. There may be an opportunity in the long term, with an increase in population, to provide two or more neighbourhood centres in areas South of Leach Highway to move towards the ideal of a centre within walking distance of most residents.

The intent of *Directions 2031* and SPP 4.2 is to provide an even distribution of jobs, services and amenities in a hierarchy of activity centres. SPP 4.2 is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and with coordinating their land use and infrastructure planning.

The objectives of the LCACS essentially align with the policy objectives of SPP 4.2 in the following areas:

1. Distribute activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community.
2. Apply the activity centre hierarchy as part of a long-term and integrated approach by public authorities and private stakeholders to the development of economic and social infrastructure.
3. Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market.
4. Increase the range of employment in activity centres and contribute to the achievement of subregional employment self-sufficiency targets.
7. Maximise access to activity centres by walking, cycling and public transport while reducing private car trips.
9. Concentrate activities, particularly those that generate high numbers of trips, within activity centres.

Potential opportunities for the future development of City of Melville activity centres are:

- Promote a network of district, neighbourhood and local centres to support the community;
- Promote Booragoon to develop to its full employment potential as a Secondary Centre under *Directions 2031*;
- Promote Murdoch to further develop as a Specialised activity centre;
- Promote opportunities for new business development through working with the Chamber of Commerce, local traders and other community leaders, recognising the changing nature of business precincts such as the Myaree Mixed Business Zone;



- Encourage and plan for appropriate ‘Main Street’ development within activity centres;
- Align transport and activity centre functions;
- Encourage increased employment within appropriate activity centres; and
- Enable the regeneration of existing activity centres to improve their amenity, attractiveness and social and cultural vitality.

Gaps and opportunities that would improve performance outcomes of activity centres are:

- Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities. A more rigorous pursuit of higher-density housing should be incorporated within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal business hours. Targets for residential density as set out in SPP 4.2 should be applied throughout the City of Melville activity centre network, with regard to the capacity of each centre to meet set targets.

For Booragoon Secondary Centre, an average minimum residential density of R35 is suggested, and for District Centres, an average minimum of R30. In some instances pursuing average higher densities may be appropriate. The area over which the average minimum density is to be calculated will need to be considered.

- Ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport.

Where practical, activity centres should be planned in line with transit-oriented development principles to make it convenient and practicable for residents, employees and visitors to travel by public transport, cycling or walking instead of by private car. Where this approach is not practical the future development of the activity centre should consider the need to minimise private car use.

- Plan activity centre development around a legible street network and quality public spaces.

Future urban design considerations for City of Melville activity centre are:

- District centres and higher-order centres with a network of streets and public spaces as principal elements;
- Well-formed structure typically consists of small, walkable blocks that improve accessibility within a centre;
- Buildings and tenancies need to address streets and public spaces to promote vitality and encourage natural surveillance;
- Generally, activity centres should contain a mix of uses along street frontages, and arrange key retail and other attractors to maximise pedestrian flows along streets;





- New activity centre development or redevelopment should include ‘sleeving’ of large-scale retail and car parks, more externally-oriented or ‘active’ building frontages, and blank walls should be minimised; and
- ‘Town squares’, public and civic spaces, and parks need to be attractive, well-located spaces and integrated into activity centres to provide quality meeting places for the community and build the character of each centre.

As the current population ages, the diversity of stock offered within activity centres can provide alternative housing options for older households, potentially encouraging the release of 3 and 4 plus bedroom dwellings in the older residential neighbourhoods around the City of Melville. This may provide increased opportunities for family households to move to these areas and encourage the process of regeneration. Densification around activity centres can offer lifestyle choice to a large range of different social groups given the easy access to local facilities. The development of higher density dwellings in and around activity centres should be complemented by other physical improvements to the centres in terms of amenities and attractiveness in order to ensure that development is occurring within an urban environment likely to prove attractive to a range of social groups.

The Melville City Centre and the rail based activity centres are likely to attract most of the future higher density development and it is desirable to concentrate on developing policies to encourage this, in addition to encouraging increased development along major transport networks.

### **3.4 Regional open space**

The City of Melville has a large representation of land reserved as Parks and Recreation under the MRS including foreshore reserves, remnant bush and ‘Bush Forever’ sites and wetlands. The significant parks and recreation reserves under the Metropolitan Region Scheme include Blackwall Reach and Point Walter reserves, Attadale Foreshore, Tompkins Park, Applecross Foreshore, Heathcote reserve, Apex Park, Deepwater Point and Bull Creek. Significant bushland is recognised through Harry Sandon Reserve, Wireless Hill, Piney, Bluegum and Booragoon Lakes and Ken Hurst Park. The LPS recognises the importance of protecting these reserves in terms of conservation as well as recreation.

Many of the areas zoned Parks and Recreation under the MRS relate to foreshore areas which provide passive and active recreation opportunities for the community. Some of the areas of highest use include:

- Bicton Baths reserve catering for water polo, fishing, swimming, boating, and other water sports



- Point Walter reserve in Bicton which caters for golf, adventure activities, outdoor concerts, picnics and fishing, boating and other water sports
- Attadale Foreshore catering for dog exercise areas, water sports and football and cricket
- Applecross Foreshores catering for tennis, kite boarding and wind surfing,
- Heathcote Reserve in Applecross catering for yachting and passive recreation
- Apex Park and Deepwater Point in Mount Pleasant cater for rowing, water skiing, boating, cycling and jogging

The development of the majority of the City prior to the requirements for 10 percent open space and the conversion of local reserves to regional reserves parks and recreation through bush forever has left some of our suburbs with a predominance of regional open space and little in the way of local open space. The 'Open Space Strategy' has identified these areas and has suggested various methods of enhancing connectivity and usefulness of those reserve areas within the suburbs. A review of the Open Space Strategy is being undertaken to look at a wider context of public spaces within the City.

### **3.5 District open space**

Several areas of significant size (some reserves and some freehold) have been reserved as Local Parks and Recreation under the Local Planning Scheme and developed as active parks to cater for the sporting and recreation needs of a wider community. These parks are distributed throughout the City and attract a wide catchment of users. These recreation areas include:

- Morris Buzzacott Reserve in Kardinya which caters for a large number of sports including tennis, hockey, football, cricket, and lawn bowls;
- John Connell Reserve in Leeming which caters for soccer, golf, archery and lawn bowls;
- Len Shearer Reserve in Booragoon catering for aquatic sports, athletics, and soccer;
- Tompkins Park in Alfred Cove which caters for rugby, lacrosse, cricket, soccer and lawn bowls, and trapeze;
- Melville Reserve which caters for football, rugby, cricket, tennis, and indoor sports.

These reserves also complement the network of local reserves to cater for the recreation needs of the local community such as walking, jogging, exercise of pets , passive recreation etc.



### **3.6 Existing and future local open space**

The City is well serviced with a combination of regional and local open space in most areas. In some of the older suburbs such as Mount Pleasant, Palmyra and Bicton local reserves are more than 400 metres walk from some residences. Although it is difficult to retrofit local open space in established areas in order to try and achieve a more equitable access to open space, the City has developed memorandums of understanding with schools that permit community access of school sites for recreational purposes. A review of reserves and public spaces will explore more sustainable and effective options for managing reserves including contributions from developments and the strategic management of current assets.

A more strategic approach to land assets could allow for some parcels of land in areas with a surplus of recreational spaces to be disposed of to assist in the acquisition of other more appropriate spaces.

### **3.7 Natural resource management and environmental protection areas**

A green plan has been developed for the City of Melville to provide a strategy for bushland conservation and management. These areas are recognised within the Local Planning Strategy and include those areas listed as ‘Bush Forever’ sites under the MRS. The City has been at the forefront of protecting the wetlands along the foreshores and in reserves such as Piney, Bluegum and Booragoon Lakes. Larger areas of remnant bush and wetland associated with Murdoch University and Fiona Stanley Hospital have also been part of planning for protection of key environmental areas before, during and after construction.

### **3.8 Visual landscape protection and management areas**

The Swan and Canning River foreshore are recognised as key areas where protection of visual landscape is an important consideration in planning for the future. The City and the Swan River trust have historically tried to protect these areas through lower density urban development with the aim of creating larger blocks and greater setbacks incorporating greater areas for landscaping. The current trend in building larger houses has somewhat eroded the desired outcomes for these areas. Other ways of protecting the visual landscape and allowing more equitable access to riverside living should be explored.

### **3.9 Strategically significant natural resource areas**

There is no mining or extraction of natural resources within the City of Melville. The wetlands and Swan and Canning River catchments are strategically significant natural resources that are in need of protection through increased awareness of the impact



of development and usage combined with increased restrictions on what is permitted to enter the river through drainage systems.

### **3.10 Constraints**

The impact of climate change is becoming increasingly relevant. The strategy acknowledges the importance of recognising these impacts. Although only minimal the impact of rising river levels and the changes in flooding patterns need to be considered. Also the increasing draw on the water tables and the reduced replenishment rates will impact on the use of landscaping.

### **3.11 Existing and proposed major transport routes**

The City of Melville is well placed strategically in terms of transport routes. The Kwinana Freeway traverses the City. Five entry points to the freeway allow easy access through to the CBD, the Northern and Southern Suburbs. Connecting the City's suburbs to the Freeway and providing east/west connections are the Primary Regional Roads of South Street, Leach Highway and Canning Highway. Primary and Other Regional Roads following a north/south alignment are Stock Road, North Lake Road and Riseley Street. An extensive network of local distributor roads connects these primary and secondary roads to the local suburban road network.

Leach Highway, Kwinana Freeway and Stock Road form major freight routes for trucks accessing the port at Fremantle. Although only a small portion of Roe Highway sits within the City the impact is considerable. The extension of Roe Highway past Kwinana Freeway is considered essential to relieve the pressure on South Street that will occur when Fiona Stanley Hospital opens in 2014. A further extension to Stock Road is also considered necessary to help to reduce the impact of freight traffic on the Freeway and Leach Highway as well as providing an alternative southern access to the activity centre at Murdoch.

The City is well serviced by public transport services.

The Perth to Mandurah Railway is located in the middle of Kwinana Freeway reserve. There are two stations within the City of Melville at Murdoch and Bull Creek. Both also serve as important bus transfer stations as well as having a large park and ride capacity (Murdoch 1182 bays and Bull Creek 639 bays).

High frequency bus services operate down the public transport corridors of South Street (98/99), Canning Highway (910/111) and Marmion Street (881/501) with another high frequency service (940) traversing the suburbs of Kardinya, Winthrop, Booragoon, Applecross and Mount Pleasant. Other services radiate from the rail stations to proximate suburbs. Leach Highway, although primarily a freight corridor also plays an important



role as a public transport corridor between Stock Road and Bull Creek rail station.

Over 90 percent of residents are within 400 metres of a bus stop. The main gap in services is a direct connection from Bicton, Attadale and the northern parts of Applecross to Garden City. The provision of CAT style bus services connecting the main activity centres is constantly requested through many of our community engagements. As populations increase and centres intensify there may be more justification to introduce services like this.

The recognition of the public transport corridors within this strategy reflects the growing importance of public transport, increasing congestion and the need to reduce the dependence on the car. Increased intensity of activity centres which are connected through these public transport corridors and the increase in density along public transport corridors will enhance the existing public transport services as well as support the growing demand for light rail or rapid bus transport infrastructure. The major centres of Canning Bridge, Booragoon and Murdoch could be considered for light rail as an extension of the 'Knowledge Arc'. This could be a staged introduction along Canning Highway to Riseley Centre; Riseley Street to Booragoon and Murdoch Drive to Murdoch. Canning Highway to Fremantle and Marmion Street from Booragoon to Fremantle and South Street from Murdoch to Fremantle are also key transport corridors that should be protected for future transport options such as Rapid Transit bus or light rail.

A network of cycle paths, shared paths and cycle friendly streets connect the city for a growing proportion of the population using sustainable methods of transport including cycling and walking. A Bike Plan for the City of Melville has been in place since 1998. A new Bike Plan has been prepared in 2012.

A major deficiency in the transport network is the provision of ferry services on the river. Although there have been unsuccessful attempts to introduce ferry services, they remain a popular concept in community consultations and should continue to be considered in all forward planning. For a ferry service to succeed there needs to be connectivity with other public transport services and an increase in density around the terminals to generate walk on/walk off patronage. The concept of providing a ferry service from Canning Bridge to the University of WA has been included as part of the Vision for Canning Bridge.

This Strategy recognises the importance of a coordinated approach to all forms of transport and the correlation with increased density and other land uses to improve the viability of sustainable transport options. A gradual increase in the density along the corridors beginning with the areas closest to activity centres and bus stops is preferred. The area of intensity can then be extended over time so that the impact of change is not so dramatic.



### **3.12 Existing and future transport interchanges**

The introduction of the Perth to Mandurah Railway has provided the opportunity for multiple transport interchanges within the City of Melville. Prior to the rail, the main interchange within the City was the Booragoon bus station. This remains a key interchange.

New major interchanges at Murdoch Station and Bull Creek Station allow good transfer opportunities between train and bus services. The location of these interchanges in the centre of major freeway and primary regional roads means they are surrounded by low density residential developments adverse to the principles of transit oriented development. Melville Visions highlighted these areas as potential sites for increased density and increased height to realise the potential created by the improved access to transport. The disparate ownership patterns in these areas make it more difficult to provide a coordinated approach to redevelopment. Strategic plans will be prepared for these locations to ensure a smoother transition to medium to high density development complementing the transport interchanges.

Canning Bridge precinct, although separated from the Canning Bridge rail station by the river, has developed into a transit oriented development in its own right. The bus stop central to the precinct at Moreau Mews is a major interchange between bus services as well as providing a direct shuttle link to the rail station. There has also been a noticeable increase in the pedestrian traffic to the rail station from the precinct. This precinct is the location for a joint strategic planning exercise with the Department of Planning, State Government transport portfolios and the City of South Perth. There is a potential to create a vibrant centre based on transport oriented principles.

Two district activity centres also have transport interchange roles with the adjacent bus stops becoming important interchange locations between major bus services. Riseley Centre is important in the interchange between east-west services along Canning Highway and north-south services along Riseley Street allowing connection between the suburbs north of Canning Highway and Booragoon. The importance of this interchange will increase with any introduction of light rail or rapid bus transport infrastructure.

Kardinya is the other location for a transport interchange at an activity centre. The bus stops on South Street provide a key interchange between the Circle Route and the high frequency 940 service as well as other local routes. In future planning for the centre, the personal interchange between north and south needs to be improved and the introduction of a transfer station which is better integrated with the centre.



### 3.13 Existing and future utilities

The increased potential for development puts pressure on existing utilities and infrastructure. Discussion has been taking place as to the location of new electrical sub station sites to service the increasing infill within the City and surrounding localities. The location of substations remains a contentious issue. The general consensus of the community and Council is that new locations should be within industrial area, separated from residential areas and this is to be encouraged.

Underground power continues to be implemented. The aim is to continue to bid for projects until the whole of the City's power is underground.

Sewer has been connected to all suburbs.

Although water supply is adequate and there are no issues of supply, there is a need to work closely with the Water Corporation to ensure supply is not compromised by further development.

The National Broadband Network has begun to be rolled out. Applecross and parts of adjoining suburbs have been chosen as one of the initial rollouts in the metropolitan area. This has the potential to increase economic opportunities within the centres at Canning Bridge and Riseley Street as well as for home based businesses and other opportunities throughout the suburbs.

## 4. Strategies and actions

Relevant strategies which apply to and result from the Local Planning Strategy, reviewed Planning Scheme and other City of Melville initiatives and projects are:

### 4.1 Commerce, industry and employment

Aim:

1. To ensure access to different levels and types of retail and commercial activity and employment opportunities.
2. To promote a more self sufficient, liveable City in accordance with *Directions 2031 and beyond* and Liveable Neighbourhoods Community Design Code principles.

Strategies:

- Promote the transition of the City from a 'suburban' context into an inner city 'urban' area in accordance with the City's Local Commercial Activity Centres Strategy, *Directions 2031 and beyond* and the Central Metropolitan Sub Regional Strategy
- Promote a network of District, Neighbourhood and Local centres to support the



community;

- Promote the City Centre at Booragoon to develop to its full potential as a Secondary Centre under the WAPC *Directions 2031 and beyond* Strategy;
- Promote Murdoch activity centre to develop as a Specialised Activity Centre under the *Directions 2031 and beyond* Strategy
- Promote opportunities for new business development through working with the Chamber of Commerce and local traders and other community leaders recognizing the changing nature of business precincts such as the Myaree Mixed Business precinct;

*Note: this may require a specific strategy to ensure that appropriate industrial activities are prioritised and are not supplanted by commercial type businesses that may be established under recent changes to permitted land uses /activities.*

- Encourage and plan for 'Main Street' development within activity centres;
- Encourage work from home and mixed use development;
- Encourage and plan for integration of community facilities within centres;
- Align transport and activity centre functions;
- Encourage increased employment within activity centres;
- Ensure that centres remain attractive, accessible and viable and provide for a wide range of facilities.
- Ensure signage is appropriate to the amenity of the area and control of signage is maintained.
- Protect Industrial areas from encroaching residential and commercial uses.
- Enable the regeneration of existing activity centres to improve their amenity, attractiveness and social and cultural vitality.

#### Actions:

- The City's Local Commercial Activity Centres Strategy, completed in 2013 in light of the introduction of *State Planning Policy 4.2: Activity Centres for Perth and Peel*, will be reviewed on a regular basis.
- Implement recommendations of the City's Local Commercial Activity Centres Strategy.
- Prepare activity centre plans for all Secondary, Specialised and District activity centres in accordance with *State Planning Policy 4.2: Activity Centres for Perth and Peel*.
- Prepare local development plans, urban design guidelines and transport strategies for the purpose of improving functionality, employment opportunity and amenity for neighbourhood centres.





- Partner with Department of Planning and other key stakeholders to prepare structure plans for transit nodes.
- Incorporate appropriate provisions within the City's Local Planning Scheme for all centres, industry and employment related activities including the Myaree Mixed Business precinct.
- Budget for capital works for centre development.
- Prepare and review policies in relation to
  - Home Office, Home Business;
  - Bed and Breakfast premises;
  - Retail Bulky Goods;
  - Fast Food Outlets;
  - Convenience Store location;
  - Showroom location;
  - Consulting Room location;
  - Incidental Uses.
- Promote benefits of working from home and investigate network to link home businesses.
- Undertake a study of the O'Connor Industrial Area in conjunction with DoP and the City of Fremantle.
- Prepare a land assets strategy.
- Prepare an Economic Development Strategy.

## 4.2 Transport

Aim:

1. To provide a transport system which will contribute to the quality of life and economic development of the City of Melville with minimum adverse effects on residents and the natural environment;
2. To provide safe, affordable and effective transport modes available for all sectors of the community.

Strategies:

- Maximise development to support viable public transport corridors in accordance with *Directions 2031 and beyond* principles;
- Provide for a safe and efficient network of local and arterial roads facilitating road access and distribution of traffic through the area;
- Maintain a high level of connectivity for local traffic;



- Provide for a close home-work relationship, in particular encourage mixed use development within district and neighbourhood activity centres;
- Ensure that land use supports walking and cycling through mixed use developments, safe routes and attractive pedestrian friendly precincts;
- Manage roads to ensure they are used efficiently and to capacity;
- Protect residential areas from transport of dangerous goods;
- Promote public transport passenger movements to, from and within the area (TravelSmart);
- Participate in preparation of a Regional Integrated Transport Strategy for the South West Metro Region;
- Ensure that development contributes towards upgrading of transport networks where necessary.

Actions:

- Develop a comprehensive long-term Access Plan and integrated transport strategy for the City of Melville;
- Continue to lobby and plan for the extension of Roe Highway to Stock Road and explore the connection options to support freight movement and in particular relieve traffic congestion on South Street and Leach Highway; protect residential amenity; enhance traffic management/safety; reduce community severance and promote economic development of ports and other regional infrastructure;
- Recognise and plan for the following major road connections to form the future sub-arterial road network (Farrington Rd, Karel Ave, Murdoch Drive, Riseley Street, North Lake Rd, Stock Rd);
- Investigate re-classification of Public Transport Corridors;
- Investigate re-classification of Murdoch Drive and Riseley Street from DD B road to DD A road in the City of Melville Road Hierarchy;
- Review the City Bike Plan;
- Review the City of Melville Transport Strategy (incorporating shuttle or CAT services and light rail or rapid bus transport opportunities);
- Continue to support the TravelSmart Programs;
- Develop transit oriented precinct plans for each rail station precinct based on Liveable Neighbourhood Guidelines and WAPC's DC Policy 1.6 Planning to Support Transit Use and TOD;
- Improve access to all stations;
- Develop a Parking Management Strategy for the City;
- Recognise the role of parking in transport demand management;



- Undertake transport strategies for the Canning Bridge Centre, City Centre, Greater Murdoch precincts and Bull Creek Rail precinct;
- Review and rationalise the role and importance of Right of Ways and Pedestrian Access Ways within the City;
- Provide for bus priority along South Street and Canning Highway;
- Prepare parking management plans around schools and activity centres;
- Review parking requirements within the Local Planning Scheme;
- Expand Perth's river transport services;
- Review end of trip cycling facilities policy;
- Ensure Access and Travel Plans are prepared for all major developments;
- Introduce noise attenuation conditions to lots adjoining freight corridors;
- Include appropriate planning provisions in the Local Planning Scheme to enhance the use of public transport and create an improved walking and cycling environment.

### 4.3 Utilities

Aim:

1. To ensure that appropriate utilities are provided on time and in a sustainable manner to suit the City's growing needs.

Strategies:

- Ensure that the necessary utilities required for development are sustainable.

Actions:

- Promote further undergrounding of power in neighbourhoods;
- Consult with the relevant utility and infrastructure providers during reviews of the City's Local Planning Scheme to ensure that proposals will be supported with the necessary services;
- In assessing structure plans, subdivisions and development proposals ensure that necessary sustainable utilities are being provided for development;
- Ensure that developments contribute toward future utility needs;
- Investigate opportunities for green buildings and sustainable development including tri-generation, solar and wind power, water recycling and other emerging technology.



#### 4.4 Environment

Aim:

1. To ensure that the natural environmental values of the City are protected, conserved for existing and future generations.

Strategies:

- Ensure the protection and enhancement of wetlands, native bushland, Swan and Canning Rivers and Foreshore, Street Vegetation;

Actions:

- Investigate methods of protection of trees including preparing a register of significant trees as part of the Local Planning Scheme;
- Undertake mapping of parks with significant natural vegetation regimes;
- Identify and protect significant trees through the subdivision and development approvals process;
- Plan for appropriate edges and buffers to and management of Bush Forever sites;
- Adopt a water sensitive urban design policy;
- Review the City's Street Tree (removal) Policy. Review the City's Green Plan and environmental strategies such as :
  - Foreshore Management Plans/precinct plans
  - Reserve Management Plans/precinct plans
  - Vegetation Management Plans
  - Stormwater Disposal and Nutrient Management Plans
  - Bushfire Management Plan
  - Planning Policy

#### 4.5 Open space

Aim:

1. Ensure the provision and management of reserves and public spaces is environmentally sustainable and contributes to the amenity of both the urban and suburban components of the City's resident and business communities.

Strategies:

- Ensure availability of environmentally sustainable recreation spaces, enhance parklands and ensure accessibility for all residents and visitors;
- Ensure all residents have access to open space for passive and active recreation;
- Connect residential areas to open spaces.



Actions:

- Implement the recommendations of the City's reserves and public open spaces strategy;
- Develop integrated and sustainable policies and strategies for managing reserves and public spaces;
- Use cash in lieu contributions to improve facilities and quality of open space;
- Reserve within the Local Planning Scheme all existing parks within closed roads as 'Local Reserve Parks and Recreation' open space;
- Negotiate additional memorandums of understanding with schools permitting use of school ovals and other government owned land for community recreational purposes;
- Prepare outline development plans for the Heathcote Lower Lands and South Perth Yacht Club land;
- Investigate opportunities for funding of open space, including community benefit and infrastructure contributions;
- Encourage community ownership of local parks;
- Review the City's public art contribution policy;
- Rationalise Council owned and managed land assets to achieve the most efficient use of land;
- Prepare a land acquisition and disposal strategy;
- Prepare guidelines to ensure appropriate interface between regional parks and recreation and urban development;
- Ensure all new development enhances connectivity of cycle and pedestrian networks.

#### 4.6 Heritage

Aim:

1. To protect and promote places of cultural heritage significance within the City, including significant sites, buildings, structures and trees and landscape elements.

Strategies:

- Promote the story of the City of Melville through recognition of important historical elements of that story;
- Ensure places of heritage significance are recognised, enhanced and maintained;
- Ensure that the City of Melville's Local Government Inventory is consistent with the standards for inventories recommended by the Heritage Council;



- Ensure that the inventory is comprehensive, up to date and provides guidance for compliance with governance, statutory, land use and community planning responsibilities under the Local Planning Scheme , other policies or corporate documents;

Actions:

- Prepare a Cultural Heritage Strategy for the City;
- Review the Municipal Heritage Inventory on a regular basis ;
- As part of the Scheme review incorporate relevant provisions in the Local Planning Scheme for the protection, conservation and interpretation of places and areas of significance in accordance with the Model Scheme Text, including provisions for conservation incentives;
- Implement the Cultural Heritage Strategy recommendations;
- Prepare and implement planning policies to guide owners, applicants and the City on heritage and related urban design matters;
- Document and protect Aboriginal Heritage sites;
- Take into account both European and Aboriginal heritage in the preparation of master plans, structure plans, centre plans and landscape plans and in the consideration of development and subdivision proposals;
- Prepare conservation plans for City owned heritage sites;
- Join WALGA Heritage Loan Scheme;
- Prepare an incentive package for owners of heritage places;
- Consider the actions of the Reconciliation Action Plan for the City of Melville.

#### 4.7 Tourism

Aim:

1. To protect and promote appropriate tourism opportunities within the City having regard to amenity and the environment.

Strategies:

- Enhance the economic environment of the City of Melville by promoting the tourism opportunities of the City;
- Utilise the tourism assets within the City of Melville to build on its tourism potential.

Actions:

- Participate with the South West Group in undertaking a Tourism Strategy for the region;
- Promote and market the City of Melville tourism assets;



- Encourage events and developments that enhance the appeal of existing and new attractions;
- Consider opportunities for short term accommodation in key activity centres.

#### 4.8 Housing

Aim:

1. Support housing choice and variety in neighbourhoods to match changing household needs with community identity and high levels of amenity.

Strategies:

- Provide for a range of residential densities, to facilitate the development of a variety of housing types and neighbourhood characteristics based on proximity to services, existing character and landscape characteristics;
- Encourage the incorporation of higher density housing in conjunction with suitable secondary and district centre commercial development, subject to appropriate design controls to ensure a satisfactory level of amenity for residents;
- Promote innovative, high quality residential developments on opportunity sites;
- Capitalise on residential development opportunities;
- Support increases in housing density where character and amenity of the neighbourhood is not prejudiced and there is capacity in existing infrastructure and services;
- Develop initiatives to increase the availability of affordable housing;
- Investigate allowing the development of housing or additions to housing where there is no significant adverse impact upon the amenity of adjoining properties;
- Have regard to *WAPC Directions 2031 and beyond* (dwelling targets) for the City;
- Undertake housing preference analysis of market trends;
- Promote a diversity of housing to better enable ageing in place.

Actions:

- Use local planning policy to encourage sustainable residential design for all dwellings;
- Participate in R-Codes reviews to promote better residential design;
- Include land on major transport routes within Strategic Development Areas under the Local Planning Scheme (ref: noise buffers);
- In liaison with Department of Housing and Works identify opportunities to create and implement strategies to improve the lifestyle quality of Willagee;
- Introduce Mixed Use (residential/commercial) development within Activity



Centres and review Mixed Use policy. Prepare guidelines to demonstrate appropriate standards;

- Introduce the general principles of *Directions 2031 and beyond*, and Liveable Neighbourhoods Community Design Code in Community Planning; Enable increased development opportunities around public transport nodes, activity centres and public transport corridors in order to meet minimum additional dwelling targets of *Directions 2031*;
- Provide opportunity for a minimum of 18,500 new dwellings beyond 2031 in areas where access to transport and facilities can reduce dependency on private motor vehicles;
- Have regard to open space provision when reviewing housing density;
- Review policy to protect residential amenity;
- Review implications relating to Aged Persons and Single Bedroom Dwellings in order to be able to provide more affordable and diverse housing responding to the changing population trends of single person households and aging population;
- Prepare a policy on Residential Buildings (lodging houses);
- Review the Social Housing Taskforce report: Housing 2010: Future Directions for Affordable Housing and consider the implications to the Local Planning Strategy and Local Planning Scheme.

## 5. Implementation

Proposals set out in this strategy will be incorporated into the City of Melville's Local Planning Scheme as considered appropriate. The time period considered by this strategy is to 2031 and beyond to relate to the State Strategies associated with *Directions 2031 and beyond*.

### 5.1 Future opportunities – focus on Strategic Development Areas

As part of the reviewed Local Planning Scheme, Strategic Development Areas have been chosen as the basis for the co-ordination of re-development of brown-fields sites across the City. These areas are likely to require comprehensive strategic urban planning studies to facilitate the degree of change necessary to effectively achieve an acceptable level of urban density and land use diversity. It should be noted that the strategic development area boundaries in the local planning strategy are indicative only and subject to change as more detailed structure planning progresses. .

The locations chosen reflect the greatest opportunity to increase dwelling numbers whilst reducing the impacts of congestion. These areas are chosen for their access to public transport, potential for increase in employment self sufficiency, proximity to local trip





generators and latent urban environment.

State Planning Policies recommend:

- residential development of a minimum of 25 dwellings per hectare within 800 metres of train stations, and substantially higher for those sites that have the advantage of close proximity to train stations;
- a residential density target of 30 dwellings per gross hectare within 400 metres of district centres; and
- a residential density target of 35 dwellings per gross hectare within 400 metres of secondary centres.

Further investigation of the Strategic Development Areas during the development of Strategic Plans will investigate ways to achieve these densities.

Strategic development areas identified in the Local Planning Strategy plan include the following:

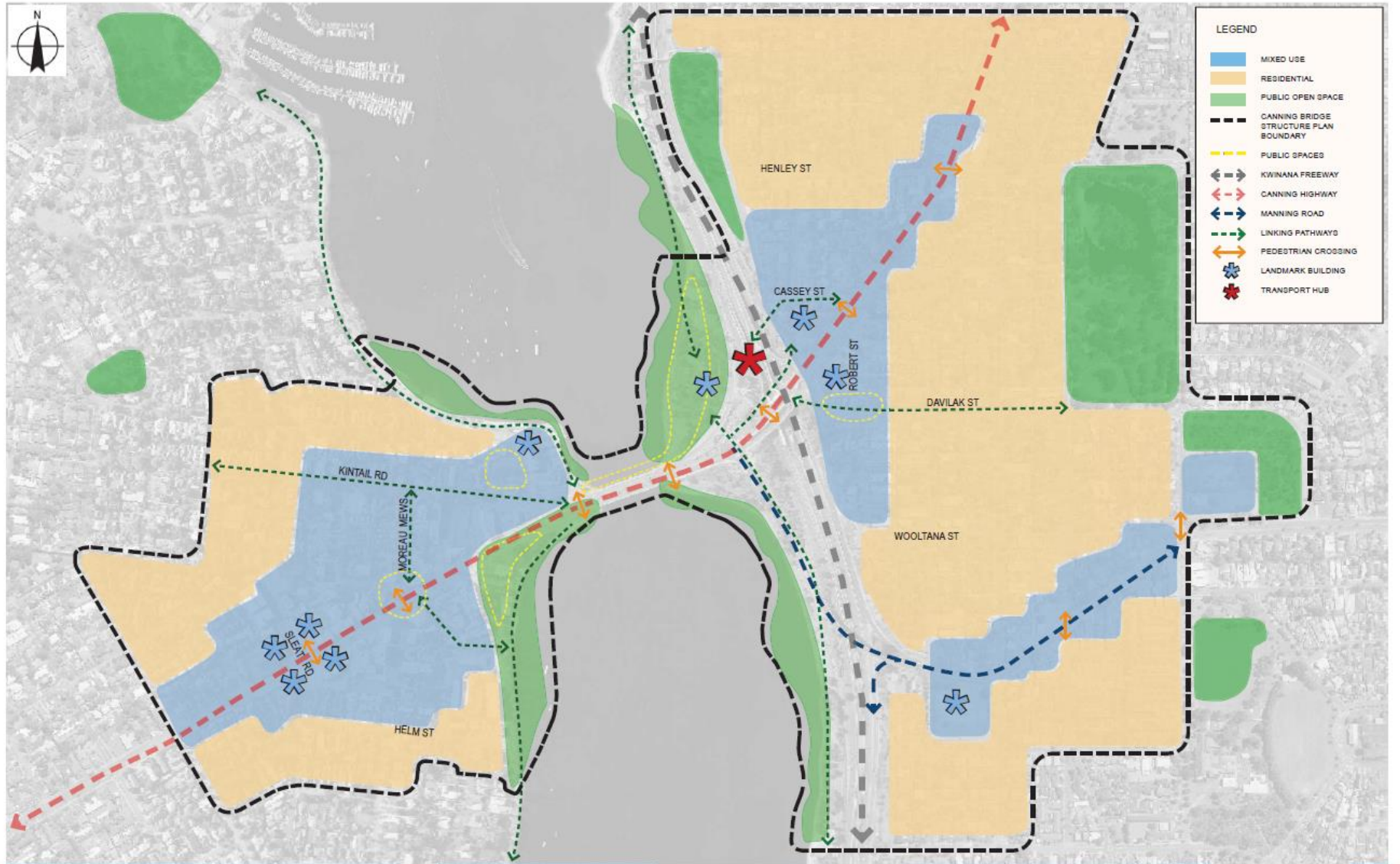
#### **5.1.1 Canning Bridge Precinct – (Strategic Development Area 1)**

A vision for the Canning Bridge Precinct was supported by the Councils of the City of Melville and the City of South Perth and endorsed by the Western Australian Planning Commission in 2010. The Minister for Planning released the Vision in June 2011. It provides a 50 year vision to create a Transit oriented development for the precinct which is centred on the Canning Bridge Rail Station and incorporates the activity centre within Melville as well as a substantial catchment within the City of South Perth. An activity centre plan which provides guidelines for implementation of the vision was endorsed by Council in March 2015 and by the Western Australian Planning Commission in December 2015.

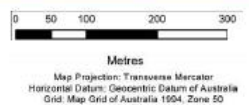
The Canning Bridge Activity Centre Plan (CBACP) is guided first and foremost by the Canning Bridge Precinct Vision Statement:

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





ACTIVITY CENTRE PLAN



Map Projection: Transverse Mercator  
Horizontal Datum: Geocentric Datum of Australia  
Grid: Map Grid of Australia 1994, Zone 50



The main objectives of the activity centre plan are:

1. Meet district levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community.
2. Support the activity centre hierarchy as part of a long-term and integrated approach to the development of economic and social infrastructure.
3. Support a wide range of retail and commercial premises and promote a competitive retail and commercial market.
4. Increase the range of employment within the CBACP area and contribute to the achievement of sub-regional employment self-sufficiency targets
5. Increase the density and diversity of housing in and around the CBACP to improve land efficiency, housing variety and affordability and support the facilities in the area.
6. Ensure the CBACP area provides sufficient development intensity and land use mix to support and increase high frequency public transport.
7. Maximise access to and through the CBACP area by walking, cycling and public transport while reducing private car trips.
8. Plan development in the CBACP area around a legible street network and quality public spaces.
9. Concentrate activities, particularly those that generate steady pedestrian activation, within the CBACP area.

The following goals communicate the expectations for the CBACP area. They support the Guiding Principles and Objectives of the CBACP by providing a basis for assessing the success of the CBACP over time and present the broad intent for the CBACP area.

#### *Consultation*

G1 The community continues to be involved in implementation for the CBACP area, through online information and local news. Specific planning applications will be communicated to affected landowners, and the City of Melville and the City of South Perth will have a combined Design Advisory Group which will include representatives from each Council that consider the quality and contribution of all new development.

#### *Place activation*

G2 The local character, function and strength of each unique 'Quarter' (see Section 7) will be built upon in the implementation of the CBACP. Local events, such as fresh produce and hawkers markets and concerts, will be encouraged and enabled and the CBACP area will be known as a place to work, live and visit.



G3 Q6 will be a vibrant hub for passengers moving freely and safely between transport types and enjoying the adjacent parklands and river front. The journey to and from Q6 will be comfortable and memorable. Built Form

G4 The CBACP area will be a demonstration of quality architecture with a strong focus on built form and public space interaction, providing multiple accommodation, commercial and employment opportunities.

G5 The CBACP area will be welcoming to all members of the community and will provide a range of accommodation and recreation options for the variety of cultures, socio-economic groups and age groups which live, work and play in the area.

#### *Innovation*

G6 Developers will be encouraged to provide innovative spaces and places that will benefit the whole community, including areas to access views, Civic uses, open space, recreation and entertainment.

#### *Accessibility*

G7 The CBACP area will be developed with consideration of safe, efficient, and universal access to, through and within the diverse activities and facilities of the area.

#### *Sustainability*

G8 The CBACP area will be a model for the development of greener buildings, more efficient transport usage, and more sustainable lifestyle options. The local residential community will be encouraged to work in the area or travel via public transport to work and public open spaces will be encouraged horizontally and vertically throughout.

#### *Crime Prevention*

G9 The CBACP area will be active and vibrant and the community who frequent it will feel safe and secure. Design of buildings, spaces and services will contribute to its safe enjoyment at all times of the day and night.

#### *Environment*

G10 Development of CBACP area responds to its excellent natural attributes, making best use of the river and its adjacent areas for community enjoyment and ongoing education about the local environment.

#### *Staging and implementation*

G11 Staging of development is considerate of the community impacts of development over time, including transition from lower to higher density development and provision of necessary community infrastructure.



G12 The CBACP area develops sensitively and carefully over time to ensure that the benefits of development are realised by all members of community.

Although the dwelling targets proposed by SPP4.2 for areas within 400 metres of district centres and in proximity to Railway stations would suggest a minimum of 1000 new dwellings, the unique location in proximity to the river, the railway and the CBD are recognised in *Directions 2031* to provide the opportunity to achieve over and above these recommendations. A minimum of 2500 new dwellings by 2031 is therefore proposed as the area transforms to an inner urban environment.

### **5.1.2 Riseley Street Precinct – (Strategic Development Area 2)**

The Riseley Activity Centre Structure Plan has been prepared by the City of Melville (the City) to support the future revitalisation and growth of the Riseley Activity Centre as a District Centre in line with urban outcomes envisaged within the State Government's high level spatial framework and strategic plan *Directions 2031 and Beyond*.

This structure plan responds to the growth challenges facing the City, including a steadily increasing population, an aging population, the need for a range of housing choices and the impacts this growth will have on the environment. This structure plan demonstrates the City's regard for the need to proactively plan for the future and guide change that is in the best interest of its community.

The purpose of the Riseley Activity Centre Structure Plan is to set out a clear vision for the future development of the Riseley Activity Centre. By way of its implementation, it is intended for this document to act as a catalyst for both private sector and government revitalisation and development, benefitting its visitors, businesses and residents within and surrounding the centre by providing an improved level of amenity, activity and diversity of housing choice and employment.

The key objectives for the Riseley Activity Centre, which form the basis of this structure plan are to:

1. Create an attractive and sustainable activity centre that is a vibrant, desirable and safe place to live, work and socialise;
2. Facilitate viable, enduring and high quality development in the activity centre with an appropriate mix of land uses;
3. Enhance the character, streetscapes and public spaces in the activity centre;
4. Appropriately manage traffic, parking and accessibility issues;
5. Promote a mix of housing choices;
6. Encourage local employment and business opportunities; and
7. Provide certainty to enable investment decisions to be made with reasonable confidence.



This structure plan recognises that urban revitalisation is an ongoing process that requires resourcing and investment from both government and private sources. The role of this structure plan is twofold. Firstly, it sets out acceptable development parameters within the centre. Secondly it is intended to act as a catalyst to the revitalisation of the Riseley Activity Centre, creating fresh opportunities for transformation and encouraging investment.

### Key Benefits and Features of the Structure Plan

#### Movement

- Improve pedestrian safety and comfort within the street environment through:
- Improve the visual quality, comfort and safety of access and parking.
- Encourage higher use of alternative transportation modes
- Provision of more on-street car parking.
- Cater for the individual parking needs of developments (employee and visitor parking) .

#### Activity

- Increase activity levels day and night throughout the centre
- An additional 133 dwellings by 2021 and an additional 300 dwellings by 2031.

#### Urban Form

- Encourage the development of following five distinct character precincts:
- Precinct 1 Riseley Core: The Riseley Core is a pedestrian-scaled, vibrant, mixed use area with a boulevard character. Commercial, entertainment and retail uses are envisaged on the ground floor to service the local community and visitors. Residential dwellings and commercial uses are envisaged on upper levels of buildings.
- Precinct 2 Canning Corridor: The Canning Corridor has a high exposure to passing traffic. Commercial, showroom and retail uses are envisaged on the ground floor, with offices and residential uses on the upper levels of buildings.
- Precinct 3 The Crescent: The Crescent is the vibrant heart of the activity centre with a variety of fine-grained shops and entertainment activities on the ground floor. Residential dwellings and commercial uses are envisaged on upper levels of buildings. The Precinct provides the opportunity to live, work and play in an exciting, urban place.
- Precinct 4 Transitional Frame: The Transitional Frame provides for the incremental expansion of the activity centre over time. The precinct is anticipated to change from a predominately residential area to also include compatible commercial uses.



A key feature of the precinct is adaptability, where buildings can be used for different uses over time.

- Precinct 5 Residential Frame: The Residential Frame is intended to remain as a predominately residential area and provides for medium to high density residential development. Given its location next to a busy activity centre, the amenity of the precinct will be different to the amenity found in suburban residential areas.

### **5.1.3 Melville City Centre – (Strategic Development Area 3)**

The City of Melville's commercial and civic heart is its City Centre. The City Centre precinct and adjoining Commercial Centre Frames comprise Riseley Street, Almondbury Road, Marmion Street, Davy Street and the eastern boundary of Wireless Hill Park.

The visionary statements contained within the City of Melville Corporate Plan are designed to enhance the qualities that give the City of Melville its unique lifestyle and sense of Community. Vision 5 from the plan epitomises the Council's economic goal for the City and particularly its City Centre. It reads, *for the City Centre to be a focal point for the City with a multitude of uses and activities.*

To achieve Council's goals and enable coordinated and progressive growth of the City Centre, in line with world's best practice and the community expectation, the City has prepared and adopted an activity centre plan for the City Centre to guide land use, development and investment opportunities for the future.

The Western Australian Planning Commission's (WAPC) Directions 2031 and Beyond aims to achieve a more balanced distribution of population, dwellings and employment across the metropolitan area.

One of its key objectives is to concentrate growth and development in mixed use 'activity centres' (town and city centres). Concentrating businesses, community uses and residential together can provide more vibrant, sustainable and diverse centres and reduce the need to travel between different land uses. The co-location of complementary activities can yield positive economic, environmental and social benefits. More diverse centres are also more resilient in the face of external market forces and major urban changes.

State Planning Policy 4.2 -Activity Centres for Perth and Peel(SPP 4.2) requires structure plans to be prepared for major activity centres. The Melville City Centre is the designated 'Secondary Centre' for this region of Perth under SPP 4.2 and a major regional centre. The city centre needs to provide a wide range of activities into the future, including office, retail, community, cultural and entertainment uses to service residents within its rapidly growing trade area. An opportunity exists to continue to encourage more mixed use and



higher-density residential development particularly given the high-frequency public transport links.

#### *Structure plan objectives*

The vision for the Structure Plan area is based on the following key objectives:

- The creation of a mixed use centre that caters for the needs of residents within the region and provides for a suitable residential environment;
- To contribute to the central sub-region employment self sufficiency targets;
- The development of a high street;
- The development of a centre that integrates with the Booragoon Bus Station;
- To provide a safe and secure environment for all residents, workers and visitors;
- A focus on built form and performance based outcomes with an emphasis on contemporary architecture; and
- To provide for developments that can incorporate energy efficient design, effective waste disposal and reduction and water conservation

The key design elements incorporated within the Structure Plan will include:

- Encouragement of a range of commercial, retail, community and residential;
- A more suitable retail component including discount department stores, supermarkets and associated specialty shops;
- Main streets will connect Almondbury Road, through the City Square with Davy Street and Marmion Street;
- Marmion Street, Riseley Street and Almondbury Road - development and redevelopment to allow for secondary active street development and act as a transition from the high street with medium to high residential density to low density residential areas beyond the Centre;
- The creation of public spaces particularly along the high-street;
- Development that is focused on public spaces;
- Flexibility of residential development to help encourage the redevelopment of poorly designed sites and to increase the potential for after-hours activity; and
- Landmark Buildings –Encourage the creation of suitable landmarks to frame and define the key sites.

The City of Melville will encourage a range of uses that will contribute to the development of the city centre. The structure plan proposes to encourage a significant residential presence within the centre with a range of densities and building heights. Non-retail commercial development is also encouraged to help provide a balance in day / night time activity in the centre.





A strong pedestrian focus will be created, with a focus on public transport links to the Booragoon Bus Station and nearby Bull Creek Rail Station. The City and key landowners plan to continue discussions with the Department of Transport with a view to improving the public transport patronage. Promotion of bus use is expected within the shopping centre.

The primary commercial focus of the centre will be the range of uses within the Garden City Shopping Centre and along the proposed high street. Active land uses such as shops, community facilities, cafes and restaurants with other commercial and residential uses above will be encouraged. This is expected to create a lively streetscape and a pedestrian friendly environment.

The improvements to the shopping centre will ensure that the centre remains one of the key retail locations within the Perth Metropolitan Region. The integration of additional uses is expected to improve the night time activity and will result in the centre become a true activity centre.

The Melville City Centre is expected to improve its land use diversity in accordance with the objectives of SPP 4.2. The intensity of the Melville City Centre is anticipated to improve dramatically, and the number of residential dwellings is expected to exceed the targets set in SPP4.2.

A residential density target of 35 dwellings per gross hectare within 400 metres of secondary centres is proposed by SPP4.2. Currently the actual density within 400 metre radius of Melville City Centre is approximately 8 dwellings per hectare. To achieve between 25 and 35 dwellings per hectare will require an additional 2000 to 3000 new dwellings.

Ultimately the centre is expected to have strong residential and retail components, along with improved eating and entertainment, civic, and office functions. Given the constraints the centre faces, this is a very positive outcome for the city centre and the local community.

It is also proposed that significant improvements to the surrounding road infrastructure will occur as part of the development of the centre. It is expected that these upgrades will improve the level of service of the intersections beyond what is experienced today.

#### **5.1.4 Willagee – (Strategic Development Area 4)**

The Willagee Structure Plan provides a spatial framework and an implementation pathway to deliver the outcome the community needs, and wants. The Structure Plan provides a rationale for the evolution, location and revitalisation of centres within the study area; and recognises and enables the connections to external opportunities and functions. It builds on placemaking principles and enables a range of development



opportunities encouraging growth, diversity and affordability of housing as well as delivering a strategic masterplan for the Carawatha site

The Willagee Structure Plan is delivered in partnership between key stakeholders to enable the regeneration of Willagee, and will provide direction for shared delivery of the Structure Plan recommendations which includes the identification of areas for future planning.

#### **5.1.5 Bull Creek Station Precinct Transit Orientated Design (TOD) – (Strategic Development Area 5) includes Brentwood Centre**

The City of Melville will be required in accordance with Western Australian Planning Commission Policy to undertake structure planning for the transit oriented precinct around the Bull Creek train / bus transfer station.

This precinct will contain land within approximately 10-15 minutes walking time or 800 metre radius of the station as walkable catchment (refer WAPC DC 1.6).

The WAPC's Transit Oriented Development Policy seeks to maximise the benefits to the community of an effective and well used public transport system by promoting planning and development that will sustain and support public transport.

The policy seeks to promote higher residential densities and mixed use developments, good access, employment opportunities and compatible land uses such as community and recreation uses in close proximity to train/bus transfer stations.

Opportunities for increasing density, access, connectivity and providing for compatible land uses and mixed use development need to be considered in view of the following constraints:

- Land within this precinct generally comprises of individual residential allotments of around 700-800 m<sup>2</sup> in size. The existing residential density is relatively low- Residential Density Code is R20 (1 dwelling per 500m<sup>2</sup> lot);
- The Brentwood local shopping Centre and RAAF Retirement Village which is zoned for residential development at R60 sits within the 400 – 800 metre catchment of the station;
- The precinct does not enjoy good connectivity/permeability in terms of road access for pedestrians and cyclists;
- The station is sited in the centre of a freeway at the intersection of a major highway (major roads make up a significant part of the catchment and pedestrian crossing opportunities are restricted and add to travel time);
- Commercial land uses are detached from the station precinct with the nearest centre being at High Road in Willetton and Brentwood Neighbourhood centre.



Current dwellings/ha is approx. 12.5 within an 800 metre radius. To increase this to the 35 dwellings per gross ha as recommended in SPP 4.2 would require the potential for an extra 1100 to 2600 new dwellings.

The City needs to access funding to undertake this study.

#### **5.1.6 Murdoch Precinct TOD (Strategic Development Area 6)**

A number of planning studies have been initiated by government agencies and key stakeholders for the Murdoch Train Station/Fiona Stanley Hospital Precinct and surrounding areas. These include a Murdoch Activity Centre Structure Plan part A; Transit Orientated Development, Main Street and Mixed Use Plan; Fiona Stanley Hospital Structure Plan; Murdoch University Masterplan and the Murdoch Activity Centre Structure Plan B.

The Strategic activity centre potential is based on Murdoch being:

- strategically located for the Fiona Stanley Hospital and Health Precinct;
- Being selected as the location for the Fiona Stanley Hospital and Health Precinct;
- the co-location of Murdoch University, Challenger TAFE and St John of God Hospital;
- A significant location of integrated education/health/commercial/residential opportunity in southern quadrants of the City of Melville.

Potential development concepts for the area include:

- higher densities for existing residential areas;
- expanded commercial opportunities and mixed use precincts;
- a strong employment focus;
- education/health precinct type (associated health/technology centres);
- an opportunity to closely integrate the centre with the station through design;
- opportunity to integrate surrounding areas with Murdoch through design.

The principal study area is the 1000m radius from the Murdoch Train Station. The boundary is not rigid and is treated as a guide only.

The Murdoch Activity Centre Structure Plan – Part A (MACSP) was prepared jointly by the Department for Planning and the Department of Health (DoH), in full consultation with the City of Melville and other major stakeholders.

The Western Australian Planning Commission (WAPC) approved the MACSP in June 2007.

The primary goal of the MACSP is to provide a flexible framework for future development of a range of uses within the structure plan area.

It proposes to establish several major land holdings for the purpose of public health,



private health, education and residential and commercial development and considers road networks, services environmental issues and transit orientated development.

The Structure Plan also identifies a mixed-use residential and commercial precinct adjacent to land around the station and LandCorp is expected to finalise the planning for this transit oriented development site to facilitate the release of development opportunities for mixed use, residential and commercial opportunities within the next few years.

It is anticipated the short to medium term potential to create 1000 new dwellings will come from the development of the land between the Railway Station and the Hospital. Longer term potential, including increasing intensity of adjoining residential areas and along South Street, within walking distance of the high frequency bus routes proposed for this street, may provide opportunity for up to 3500 new dwellings

An urban design exercise was undertaken in July 2007 to look at future development of the Mixed Use Precinct and Main Street. A range of objectives for the Mixed- Use Precinct were identified, including:

- A visual connection from the Main Street to the railway station pedestrian entrance via the Town;
- The Town Square is expected to provide for private vehicle drop-off and taxis rank together with short term street parking;
- The Town Square is to be “framed” by buildings and have active edges on all sides; The Town Square will be designed with no kerbs to facilitate universal access and provide all amenities expected in a civic place (seats, shelter, landscape features, public art etc.);
- Public alfresco areas could take advantage of the southern side with the possible introduction of colonnades;
- Provision for a public car park should be made beneath the Town Square; and
- The secondary future pedestrian access to the railway station should be connected to the Town Square.

More detailed planning for the Mixed Use precinct is being prepared by LandCorp with amendments to the MRS anticipated to allow development to commence prior to the hospital opening in 2014.

### *Main Street*

The Fiona Stanley Hospital Master Plan broadly identifies the anticipated uses along Main Street. The core facilities for stages 1 and 2 of the hospital include an administration centre, a substantial cancer clinic, an oncology department, an area for education/ research purposes. The land on the north side of Main Street is under the



freehold control of St John of God Hospital who are currently beginning the first stage of redevelopment which will provide better visual and movement connection with the Fiona Stanley Hospital. The completion of the first stage is proposed to coincide with the opening of the Fiona Stanley Hospital in 2014.

#### *Fiona Stanley Hospital Precinct*

The Fiona Stanley Hospital precinct is located immediately adjacent to the Main Street and Mixed Use Precinct. Construction of the Fiona Stanley Hospital is well advanced. Fiona Stanley Hospital is projected for opening in 2014.

The Murdoch Activity Centre Parking Policy limits the parking available to each of the landowners according to the amount of land available for development.

## **6. Monitoring and review**

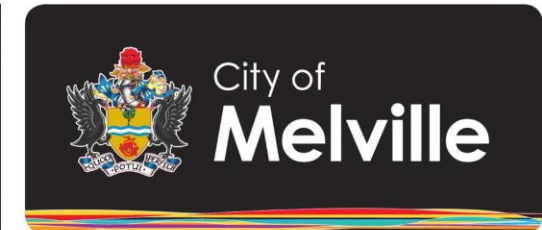
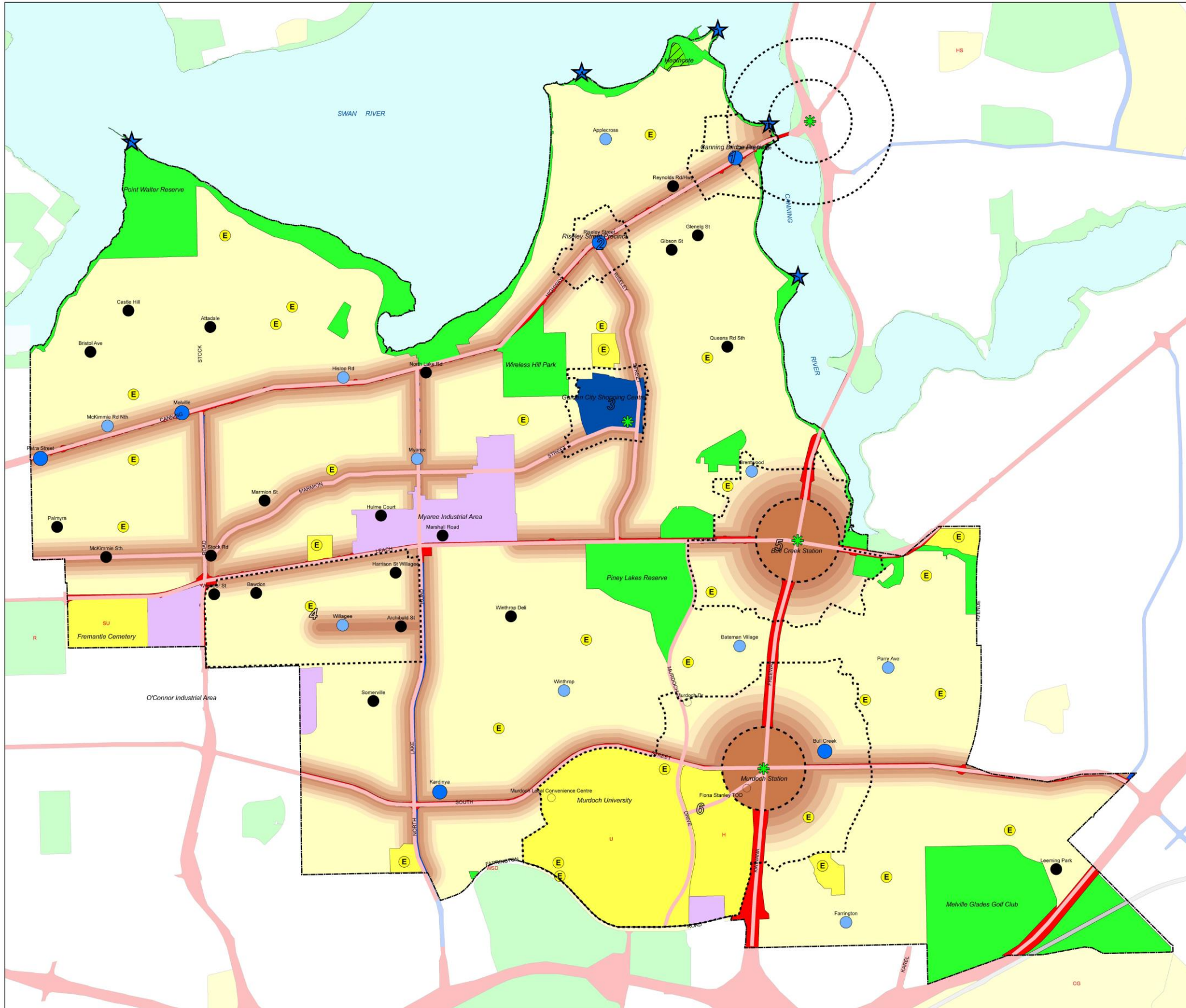
This strategy will be monitored and reviewed when either

- new data becomes available; or
- when the Council considers an issue requires review due to a change in circumstances; or
- when the Local Planning Scheme is reviewed.

This Local Planning Strategy should not be viewed as a fixed plan. Rather it will require continual review. On this basis it is suggested that the strategy be reviewed every 5 years, coinciding with a review of the Local Planning Scheme.



7. Map

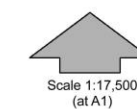


# LOCAL PLANNING STRATEGY (2012-2031)

## Legend

- City centre
- District centre
- Neighbourhood centre
- Local centre
- Proposed local centre
- Heritage Area
- High density residential
- Low to medium density residential
- Low density residential
- Industrial
- Public purposes
- E Public purposes - education
- Strategic development areas
- + Railway/bus station
- ★ Ferry/river nodes of activity
- Transport Corridor
- Parks and Recreation (Regional)
- Waterways
- Melville LPS Boundary

NOTE  
Areas outside of Melville are half toned and indicative of the Metropolitan Region Scheme Reserves



DISCLAIMER: The information contained on this plan is diagrammatic only, has no legal standing at this time and is subject to modification.



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## **Part 2 – Background Information and Analysis**

### **1. Introduction**

The Local Planning Strategy (LPS) is the key strategic urban planning document for the City of Melville and will be read in conjunction with the City of Melville Local Planning Scheme No. 6 (LPS 6). It is closely linked to the ‘City of Melville’s plan for the future’ (The corporate plan for the City) and ‘People Places Participation’ (The Strategic Community Plan for the City of Melville). It defines a framework of land uses and activities and provides a broad statement of intent to guide integrated and sustainable planning and development in the City of Melville over the period 2012 – 2031 and beyond.

This strategy has been developed together with the Melville community through *Melville Visions – Community Perspectives on Our City- Our Future (Dialogue with the City of Melville)* project and the production of the City’s first Long Term Community Plan and represents the culmination of many participatory and consultation steps. The input from the Melville community is acknowledged as a critical component in the content and design of the LPS and the resulting scheme. Preparation has also included assessment of all relevant state and regional plans, policies and strategies, including a comprehensive review of all local strategies and numerous long standing City policies. The Local Planning Manual (DoP March 2010) defines the purpose of the Local Planning Strategy as

- a framework for local planning;
- the strategic basis for local planning schemes;
- the interface between regional and local planning;
- setting out local government objectives for future planning and development;
- a broad framework for local government objectives; and
- the means for addressing, economic, resource management, environmental and social issues and factors that affect and are affected by land use and development.

### **2 State and regional planning context**

#### **2.1 State Planning Strategy**

The State Planning Strategy (SPS) is an overarching strategic document that informs all other State, regional and local planning strategies, policies and approvals.





Six inter-related principles underpin and inform the SPS, which apply across all regions, local government areas and communities.

- Community: Enable diverse, affordable, accessible and safe communities;
- Economy: Facilitate trade, investment, innovation employment and community betterment;
- Environment: Conserve the State's natural assets through sustainable development;
- Infrastructure: Ensure infrastructure supports development;
- Regional development: Build the competitive and collaborative advantages of the regions;
- Governance: Build community confidence in development processes and practices.

The City of Melville is guided by the Strategic aspirations of the State Planning Strategy specifically in:

- A strategic approach to economic development;
  - Making suitable land available for industry and commerce
  - Ensuring infrastructure is well connected and coordinated and enhances business efficiency and liveability
  - Continues to assist WA in being a leading international education provider and a leading supplier of research services in science and technology
- A strategic approach to planning for education, training and knowledge transfer;
  - Provide opportunity for major university hubs that compete globally for students, researchers and investment
  - Successful creative, knowledge and industry clusters throughout the State.
  - Liveable and diverse communities
- A strategic approach to the planning for tourism;
  - Public open spaces are used for cultural activities, events and festivals
  - Celebration of Aboriginal culture and heritage is secured
  - Cultural participation is available to all communities regardless of location or demographics
- A strategic approach to environmental planning;
  - Special controls in place for areas most affected by climate change
  - Coordinated, rigorous and timely Commonwealth, State and local approval processes are in place to manage sustainable growth
- A strategic approach to movement;
  - Majority of people, goods and services are contained within integrated movement networks
  - Communities are connected with jobs and services



- Reduced travel distance and travel costs
  - Movement networks have capacity to absorb increased travel demand
  - Coordinated and efficient freight logistics system incorporating road, rail, air and sea transport
- A strategic approach to water planning;
  - All new urban development is water sensitive as a development standard
- A strategic approach to energy planning;
  - Climate responsive precinct and subdivision design
- A strategic approach to telecommunications infrastructure;
  - Telecommunications are a matter of consideration in planning frameworks, planning schemes and development decisions
  - The environmental impact of telecommunications is assessed during the preparation of structure plans
- A strategic approach to planning for spaces and places;
  - Opportunities for small scale entrepreneurship that can supply the marketplace with more quality goods and services
  - Greater opportunities for local ownership, content and employment
  - A high degree of character and amenity that reflects the cultural values and landscape quality of a community
  - Unique and locally responsive places that enhance social, cultural and economic opportunities for communities
  - There is strong connectivity between people and their activities through transit orientated developments
  - Accessible design standards are consistently applied to community spaces and places
  - Streets are designed for people
  - Compact settlement structures incorporate good urban design to all civic spaces
  - Vibrant and attractive public places and spaces encourage active living and social interactions
  - The demographic make up of a community displays a mix of cultures, age cohorts, skills and qualifications
  - A range of opportunities for local entrepreneurship, recreational activities and cultural expression
  - There is variation in the built form and a range of cultural venues are provided within a community



- A strategic approach to planning for affordable living;
  - All development provides a variety of housing styles, types and sizes to accommodate changes in demographics and market demand
  - Incentives and requirements for affordable housing are enabled through the planning system
  - Increased density and diversity of housing through mixed use and transit orientated developments
  - Communities are well connected by cycling infrastructure and public transport
  - Reduced travel time and costs to access social services, employment and amenities
  - Availability of affordable housing in areas well serviced by infrastructure
- A strategic approach to health and wellbeing;
  - There is direct and safe access to health facilities, cultural events, social support networks, sport and recreation activities
  - Compact settlement structures enable limited journey to work times through transit orientated developments
  - Programs continue to promote and encourage walking, cycling and disability access
  - Activity centres offer affordable floor space and incentives to enterprise
  - Community surveillance over the public realm
  - Public space encourages participation, social cohesion and a sense of place
  - Compact and interconnected settlement structures that are adaptable to change
  - Developments are not located in areas that would adversely affect the health of the public
  - Development minimises impact on the natural environment
- A strategic approach to the sustainable supply of land for future development;
  - Sustained population growth that is contained within pre-defined precincts and distribution of population as determined through a robust strategic planning process
  - Land is used efficiently and appropriately
  - Land is readily available to cater for present and current demand levels
  - The provision of adequate land for housing, recreation, transport, water, food and energy through the efficient use of land
  - Affordable and well located land that is accessible and well serviced



## 2.2 State planning framework

The State Planning Framework includes *Directions 2031* and beyond, State Planning Policies prepared by the Western Australian Planning Commission (WAPC) under Part 3 of the Planning and Development Act 2005 as well as regional and sub-regional strategies, regional and sub regional structure plans, strategic policies and operational policies.

*Directions 2031 and beyond* replaces previous high level frameworks, *Metroplan* and *Network City*. It provides a high level strategic plan with a vision for future growth of the Metropolitan Perth and Peel region. *Directions 2031* provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios.

*Directions 2031* has identified three integrated networks that form the basis of the spatial framework; Activity Centre networks, Movement network and Green Network; proposes a 'Connected City' as the preferred model for the Metropolitan Perth and Peel region and proposes targets for achieving infill and greenfields housing.

The strategic plan for the City of Melville takes account of the key themes and strategies of the *Directions 2031*. In particular the strategy has concentrated on the following strategies:

Liveable:

- Promote good urban design and development to enhance people's experience of the City;
- Identify, protect and build our cultural identity, neighbourhood character and sense of place;
- Protect heritage places and values;
- Improve community safety;
- Design accessible, well connected and sustainable urban communities which support and enable effective inclusion and participation in the community for all residents;
- Provide quality passive and active public open space;
- Plan for increased housing supply in response to changing population needs;
- Promote and increase housing diversity, adaptability, affordability and choice;
- Ensure urban expansion occurs in a timely manner in the most suitable locations.

Prosperous:

- Provide a hierarchy of places and locations for a range of economic activities and employment across the metropolitan Perth and Peel region;



- Plan for a diverse mix of services, facilities, activities, amenity and housing types in centres to facilitate economic development and employment;
- Increase the levels of employment self-sufficiency in sub-regional areas;
- Facilitate and retain employment land to support economic growth and a balanced distribution of employment across the metropolitan Perth and Peel region;
- Promote and support tourism opportunities.

Accessible:

- Connect communities with jobs and services;
- Improve the efficiency and effectiveness of public transport;
- Encourage a shift to more sustainable transport modes;
- Maximise the efficiency of road infrastructure;
- Manage and reduce congestion;
- Protect freight networks and the movement economy;
- Consider parking in the overall transport picture;
- Plan and develop urban corridors to accommodate medium-rise higher density housing development;
- Plan and develop transit oriented developments to accommodate mixed use and medium-rise higher density housing developments.

Sustainable:

- Protect our natural and built environments and scarce resources; respond to social change and optimise the land use and transport conditions that create vibrant, accessible, healthy and adaptable communities
- Protect and manage significant biodiversity areas;
- Protect matters of national environmental significance;
- Protect water resources;
- Protect our coastline;
- Mitigate and adapt to climate change;
- Reduce waste generation and encourage reuse and recycling;
- Improve air quality;
- Expand and enhance our open space network;
- Integrate natural resource management into land use planning.

Responsible:

- Provide a hierarchy of strategic plans for the metropolitan Perth and Peel region;
- Maximise essential urban infrastructure efficiency and equity; and, develop a coordinated approach to infrastructure and land use planning and development;



- Minimise conflict between land use and key infrastructure assets;
- Allow for the strategic expansion of the urban area, with priority on the development and use of land that is already zoned urban or urban deferred;
- Plan for an efficient and equitable distribution of social infrastructure;
- Engage with the development industry, State government agencies, local government and the community to implement the strategy.

The City of Melville is located within the Central Sub Region. Sub Regional Strategies such as the draft Central Metropolitan Perth Sub-Regional Strategy provide more detail for the local authorities in that sub-region with Activity Centre hierarchies and dwelling targets.

Within the City of Melville the Hierarchy of Centres lists Booragoon as a Secondary Centre, Murdoch as a Specialised Centre and Myaree and O'Connor (Kardinya and Palmyra industrial areas are considered as part of the greater O'Connor industrial centre) as existing industrial centres. District centres are listed in the sub-regional strategy with neighbourhood and local centres acknowledged but not listed individually.

The implementation plan for *Directions 2031* suggests the local government is a lead agency for the medium term initiative for a liveable city 5: develop local housing strategies to complement or be incorporated in local planning strategies. The WAPC is a partner/Stakeholder in this initiative.

The Local Government is a partner/stakeholder with the WAPC and Department of Planning as Lead agency in the following initiatives.

Initiatives for a liveable city:

2. Review *Liveable Neighbourhoods* to update and incorporate contemporary approaches to structure planning and subdivision design. Priority issues include public open space, school sites, road standards and urban water management. (Short term)
4. Review *State Planning Policy 3.1 Residential Design Codes* through:
  - adoption of a multi-unit housing design code that will focus on multiple and grouped dwellings and the residential component of mixed use developments; and
  - review of the existing codes relating to the control of ancillary accommodation (short term).

Initiatives for a prosperous city:

1. Implement the activity centres network by:
  - implementing the activity centres policy for Perth and Peel that aligns with and supports the strategic directions outlined in the spatial framework; and



- preparing and regularly reviewing growth management strategies and structure plans for subregional areas to ensure staging of new development and investment in infrastructure supports and reinforces the spatial distribution of centres (ongoing).
2. Undertake an activity centres planning program in collaboration with local governments, key stakeholders and the community, to plan for the continued development and diversification of priority activity centres which will be reviewed every five years. This will include:
    - Activity centres audit: the Department of Planning will carry out an audit of the identified activity centres in collaboration with local governments;
    - Activity centre model framework: the preparation of a set of guidelines to be adopted as a model framework for the future planning and design of activity centres;
    - Activity centre plans: where necessary the State Government will work in partnership with local governments, key stakeholders and the community to prepare plans for activity centres and develop strategies for their implementation (ongoing).
  9. Finalise the capital city planning framework to guide the future development of the Perth central area (short term).

Initiatives for an accessible City:

1. The Department of Transport, in conjunction with its portfolio partners, is preparing a Western Australian transport plan. The objective of the transport plan is to address the state's transport needs for the medium and long term. It is envisaged that the transport plan will consist of three principal documents:
  - A high level policy document to articulate a long-term vision for Western Australia's transport system together with the objectives, targets and strategic policy principles required to deliver the vision;
  - A high level integrated transport network strategy comprising two separately themed, but interrelated documents covering metropolitan Perth and Peel transport and regional transport (short term).



4. Prepare a metropolitan parking framework for centres that includes:
  - appropriate levels of parking relative to the capacity of the transport system;
  - a structure for assessing parking provision;
  - management and regulatory structures;
  - prioritised access, pricing and funding for public transport, cycling and pedestrian facilities;
  - support for good urban design and amenity; and
  - guiding principles for local governments on good parking practices (medium term).
5. Review road reservation requirements for major road network links (short term).
6. Review and identify primary regional road reservations in the MRS that are surplus to requirements to progress their sale, improve the statutory process for approvals along these roads and create landowner certainty (medium term).

Initiatives for a sustainable city:

1. Establish a policy direction for integration of natural resource management into the planning framework in accordance with the Directions Paper on the Integration of Natural Resources Management into Land Use Planning (ongoing).

Initiatives for a responsible city:

3. Develop and implement metropolitan sub-regional strategies to support the implementation of *Directions 2031* in the:
  - central metropolitan Perth sub-region; and
  - outer metropolitan Perth and Peel sub-regions (short term).
4. Develop a series of sub-regional structure plans to support the implementation of the outer subregional strategy. The structure plans will provide more detailed spatial information than that provided in the sub-regional strategy (short term).
6. Review sub-regional strategies based on information provided by the Office of Land and Housing and Supply which was recently established by the Department of Planning (short term).
7. Implement the initiatives identified in the State Government's *Planning Makes it Happen: A Blueprint for Planning Reform* including:
  - simplifying planning approvals;
  - developing more effective planning instruments;
  - prioritising major projects;
  - coordinating infrastructure and land use planning;
  - developing comprehensive regional planning framework; and
  - strengthening governance and institutional arrangements (ongoing).





9. Establish and implement an urban expansion management program responsible for identifying and ensuring a sufficient supply of urban expansion areas to meet medium to long-term residential housing needs (short term).

### 2.3 State planning policies

There are a number of State planning policies which have application at the local level, and which have been taken into consideration in the preparation and application of the local planning strategy and local planning scheme. A full list of these policies is included in the Commission's *State Planning Policy No.1 – State Planning Framework Policy*, but the following are of particular relevance to the City:

- *State Planning Policy No.2: Environment and Natural Resources (2003)*

The environment and natural resources policy defines the principles and considerations that represent good and responsible planning in terms of environment and natural resource issues within the framework of the State Planning Strategy.

The objectives of the policy are to:

- Integrate environment and natural resource management with broader land use planning and decision-making;
- Protect, conserve and enhance the natural environment;
- Promote and assist in the wise and sustainable use and management of natural resources.

In the context of the Local Planning Strategy for the City of Melville this policy suggests that Planning strategies, schemes and decision-making should:

- (i) Avoid development that may result in unacceptable environmental damage;
- (ii) Actively seek opportunities for improved environmental outcomes including support for development which provides for environmental restoration or enhancement;
- (iii) Take account of the availability and condition of natural resources, based on best available information at the time;
- (iv) significant natural, indigenous and cultural features, including sites and features significant as habitats and for their floral, cultural, built, archaeological, ethnographic, geological, geomorphological, visual or wilderness values;
- (v) Take into account the potential for economic, environmental and social (including cultural) effects on natural resources;



- (vi) Recognise that certain natural resources, including biological resources, are restricted to particular areas and that these geographical areas or land types may need to be identified accordingly and appropriate provision made to protect the areas for the use of those resources;
- (vii) Take account of the potential for on-site and off-site impacts of land use on the environment, natural resources and natural systems;
- (viii) Safeguard and enhance areas of environmental significance on the coast including the marine environment;
- (ix) Ensure use and development on or adjacent to the coast is compatible with its future sustainable use for conservation, recreation and tourism in appropriate areas;
- (x) Support conservation, protection and management of native remnant vegetation where possible, to enhance soil and land quality, water quality, biodiversity, fauna habitat, landscape, amenity values and ecosystem function;
- (xi) Consider alternatives to land acquisition for conservation and landscape protection where limited or no public access is required;
- (xii) Take into account the potential for impacts from changes in climate and weather on human activities and cultural heritage including coastal and urban communities, natural systems and water resources;
- (xiii) Consider any relevant accredited Natural Resource Management Regional Strategy, or catchment management strategies prepared by catchment groups and endorsed by State government agencies, with a view to integrating implementation of appropriate and relevant parts through town planning schemes and assessment of developments.

This policy informs the areas of development within the Local Planning Strategy and Local Planning Scheme by providing a focus to supporting sustainable development that minimizes the impact on the environment. The main implications for the City of Melville relate to the protection of the river and wetland environments through the recognition of reserves and open space relating to the natural areas that remain within the City. In particular this policy is implemented through sections 3.2.4 of the Strategic Plan for the Future (p80) , and 3.4- 3.10 of the Local Planning Strategy (p16) as well as the strategies and actions in section 4.3, 4.4 and 4.5 (p23)



- *State Planning Policy No.2.8 Bushland Policy for the Perth Metropolitan Region (2010)*

The purpose of this policy is to guide and inform agencies, authorities, landowners and the broader community on bushland protection and management issues that are to be taken into account and given effect by the WAPC and local governments when considering a planning proposal or in undertaking any decision-making affecting significant bushland areas.

The main implication for this policy is in the protection of Bush Forever sites within the City through recognition of the registered sites on the Local Planning Scheme Maps and reserving other significant sites. The policy informs the Strategies and Actions in section 4.4 of the Strategy.

The three key objectives of this policy are:

- to establish a conservation system at the regional level (through Bush Forever areas and to operate with the clearing controls under the Environmental Protection Act 1986) that is, as far as is achievable, comprehensive, adequate and representative of the ecological communities of the Swan Coastal Plain portion of the Perth Metropolitan Region;
- to seek to protect and manage significant bushland recommended for protection and management for conservation purposes through a range of implementation mechanisms and as a collective and shared responsibility and general duty of care on the part of government, landowners and the community; and
- to provide a policy and implementation framework for significant bushland areas recommended for protection and management to assist conservation planning, planning assessment and decision-making processes.

The policy also provides a map of the Bush forever sites that need to be recognised on the local planning scheme maps.

- *State Planning Policy No.2.9: Water Resources (2006)*

This policy is directly related to the overarching sector policy *SPP 2 Environment and Natural Resources* policy and provides clarification and additional guidance to planning decision-makers for consideration of water resources in land use planning strategy.

The objectives of this policy are to:

- protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values;



- assist in ensuring the availability of suitable water resources to maintain essential requirements for human and all other biological life with attention to maintaining or improving the quality and quantity of water resources; and
- promote and assist in the management and sustainable use of water resources.

In the context of the Local Planning Strategy for the City of Melville this policy suggests that Planning strategies, structure plans, schemes and subdivisions and development applications should adopt the following measures:

General Measures:

- (i) Protect significant environmental, recreational and cultural values of water resources;
- (ii) Aim to prevent or, where appropriate, ameliorate the following potential impacts:
  - any adverse effects on water quality and quantity;
  - increased nutrient loads into receiving waters;
  - increased acidity and leaching of acid sulfate soils;
  - the removal of associated native vegetation important for long-term management of the water resource, particularly vegetation associated with wetlands and waterways respectively;
  - increased erosion, sedimentation and turbidity, particularly at the construction phase of development;
  - any potential adverse effects on environmental water requirements;
  - excessive build-up of organic matter;
  - pollution and contamination;
  - salinity over and above the natural levels; and
  - any potential cumulative impacts.
- (iii) Promote improved outcomes such as:
  - environmental repair and rehabilitation of the water resource;
  - improved water quality;
  - reduction in nutrient export to receiving waters to a level lower than existing;
  - restoration of natural flow regimes and variability; and
  - use of site works such as fencing, revegetation or water monitoring.



- (iv) Inform planning actions by identifying all water resources above and below ground in the subject area, and mapping and prioritising them in terms of state, regional or local significance. Water resources to be identified include wetlands, waterways (such as rivers, streams and creeks), estuaries, groundwater and surface water catchments, dams, floodplains, foreshores and existing and future surface and groundwater drinking water catchments and sources;
- (v) Take into account potential impacts the water resource may have on a land use when determining the compatibility of locating a land use near natural or artificial water resource/s (for example, flooding or disease vector and nuisance insects such as mosquitoes and midges);
- (vi) Recognise and take into account State Government management strategies for water resource issues such as water protection areas, wetland protection, water provisions for environmental flow requirements, riparian management and water allocation plans;
- (vii) Recognise and take into account water resource management plans as required by *the Rights in Water and Irrigation Act 1914*.
- (viii) Recognise and take into account relevant accredited natural resource management strategies, endorsed by state government statutory authorities, which contain recommendations to address water resource matters.

Measures for Surface and Groundwater Resources:

- (i) Recognise the hydrological importance of groundwater and surface catchments with regards to water management and the associated value of catchment planning on a regional, district and local scale;
- (ii) Protect, manage, conserve and enhance surface and groundwater catchments and recharge areas supporting significant ecological features or having identified environmental values, by ensuring, where possible, appropriate management or limiting inappropriate land use/s to maintain water quality and quantity for existing and future environmental and human uses;
- (iii) Ensure the availability of water resources is compatible with the future requirements of the proposed and surrounding land use through an assessment of quantity and quality requirements for both the development and the environment;
- (iv) Take into account the potential adverse impacts that development may have on catchment areas and encourage development to participate in catchment management activities;



Wetlands, Waterways and Estuaries:

- (i) Protect, manage, conserve and enhance the environmental functions and values of waterways and estuaries. The natural alignment of waterways should be retained except where adjustments are unavoidable and do not compromise the natural environmental values;
- (ii) Protect, manage, conserve and enhance the environmental attributes, functions and values of significant wetlands, such as Ramsar wetlands, conservation category wetlands and wetlands identified in any relevant environmental protection policy;
- (iii) Manage, conserve and, where possible, restore the environmental attributes, functions and values of resource enhancement wetlands;
- (iv) Ensure use of best management practices in the development and use of multiple use wetlands, consistent with the principles of total water cycle management (Schedule 4);
- (v) Ensure adequate and appropriate buffering of wetlands, waterways and estuaries to maintain or enhance the environmental attributes, functions and values of the water resource and minimise the impact of nearby land uses, both existing and future.

Total Water Cycle Management:

- (i) Take into account total water cycle management and water-sensitive urban design principles and ensure that development is consistent with current best management practices and best planning practices for the sustainable use of water resources, particularly stormwater;
- (ii) Seek to achieve no net difference in water quality and quantity, unless necessary to meet identified environmental water requirements, such that post-development water quality and quantity conditions are equal to or better than pre-development conditions;
- (iii) Promote management of the urban water cycle as a single system in which all urban water flows are recognised as a potential resource and where the interconnectedness of water supply, stormwater, wastewater, flooding, water quality, wetlands, waterways, estuaries and coastal waters is recognised;
- (iv) Maximise the opportunities for compliance with best practice stormwater management, including infiltration/detention of stormwater on site/at the source;
- (v) Promote water conservation mechanisms that increase the efficiency of the use of water, including stormwater;



- (vi) Incorporate the re-use and recycling of water, particularly stormwater and grey water, consistent with state water strategy recycling objectives. Black water reuse and recycling should be considered where deep sewerage is not available. Alternative non-potable water sources should be considered where appropriate for fit-for-purpose use;
- (vii) Promote the retention and use of local native vegetation in developments to minimise water use and maximise filtration, particularly where landscaping is proposed.

In essence the protection of water resources within the local planning strategy area are informed by this policy. In particular the implications are dealt with in section 3.7, 3.8 and 3.9 (p17) of the Local Planning Strategy, however the implications are also dealt with in actions within Section 4.4 (p23)

- *State Planning Policy No.2.10: Swan – Canning River System (2006)*

This policy contains a vision statement for the future of the Swan-Canning river system, policies based on the guiding principles for future land use and development in the precincts along the river system and performance criteria and objectives for specific precincts.

The objectives of this policy are to:

- provide a regional framework for the preparation of precinct plans based on the precincts identified in the Swan River System Landscape Description;
- provide a context for consistent and integrated planning and decision making in relation to the river; and
- ensure that activities, land use and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values.

In the context of the Local Planning Strategy for the City of Melville this policy suggests that planning strategies should consider the following:

#### Blackwall Reach

This section of the river is characterised by steeply sloping limestone landforms, a variety of residential development and land uses and a wide range of water-based activities. The river narrows and is flanked by high limestone bluffs sparsely covered with natural vegetation. The area exhibits a relatively enclosed landscape, with axial and sequential views unfolding along the deep waters and course of the river towards Fremantle. This results in a greater sensitivity of the landscape to urban development scale, density and proportions than in the wider parts of the river.



There are a number of different land uses in this area. Residential development, comprising a mixed tapestry of architectural styles, colour, form and scale, and extensive active and passive recreational areas are predominant. The river and foreshore is intensively used for commercial, recreation, transport and marine activities and access and enjoyment of this part of the river by the public is paramount.

Planning decisions in this area should:

- protect view corridors from public vantage points, in particular from Chidley Point, Point Roe, Minim Cove Park, Rocky Bay, Blackwall Reach, Greenplace Reserve and Point Walter;
- integrate new development with the distinctive limestone landforms and native vegetation of the area, giving particular consideration to the scale and proximity of limestone cliffs on each side of the river;
- avoid substantial impact on the landscape qualities of the foreshore and minimise the removal of natural foreshore vegetation, major changes to natural ground levels or the erection of dominant structures protruding from cliff faces and along the foreshore;
- ensure that waterlines and ridgelines are maintained as the predominant visible parameters of the river;
- protect places of cultural significance, in particular places on the State heritage register and the Department of Indigenous Affairs register of significant places; and
- ensure that commercial uses and associated development on or adjacent to the river foreshore are confined to existing established nodes and proposed nodes identified in an adopted Swan-Canning precinct plan.

#### Melville Water

This section of the river is characterised by broad expanses of water, being the widest part of the river system. This allows extensive views of the residential suburbs either side of the river and long views across the water to the Perth central business district, Mount Eliza and Kings Park. This area is less sensitive to scale than Blackwall Reach because it has a much more open visual character. However, around Freshwater Bay, from Chidley Point to Point Resolution, the landform features steeply sloping limestone cliffs, which create a moderate degree of visual enclosure. The southern aspect of these cliffs results in a shadowed margin to the river and the skyline is depicted by silhouette and form rather than colour and texture.





Residential development is the predominant land use on both sides of the river and foreshore reserves are generally extensive and developed as formal active and passive recreation areas with some pockets of natural vegetation along cliff edges and wetland bays. The area is also notable for a number of commercial, institutional and recreational landmarks. These include: the Raffles hotel site, the Sunset Hospital site, the University of Western Australia, Heathcote, Santa Maria, Methodist Ladies and Christchurch colleges and the Royal Freshwater, Nedlands, Royal Perth and South Perth yacht clubs. The Kwinana Freeway, Canning Bridge and Mounts Bay Road provide continuous views of the river to a large number of travellers on those roads.

Planning decisions in this area should:

- protect views, in particular the long axial corridors from public vantage points such as Pelican Point, Nedlands foreshore, Keanes Point, Attadale foreshore, Point Heathcote, Canning Bridge, Mounts Bay Road, and the intermediate views in Freshwater Bay, Matilda Bay and Alfred Cove;
- improve opportunities for public access and use of the river, particularly between Chidley Point and Keanes Point, parts of Freshwater Bay and Point Resolution on the northern side, taking account of the terrain, public risk and recreational opportunities;
- protect places of cultural significance, in particular places on the State heritage register and the Department of Indigenous Affairs register of significant places;
- ensure urban development complements natural landforms;
- ensure that vegetation is integrated with development to minimise the contrast between the natural and built elements of the landscape and that ridgeline vegetation and its backdrop to the waterway is retained;
- ensure that commercial uses and associated development on or adjacent to the river foreshore are confined to existing established nodes and proposed nodes identified in an adopted Swan-Canning precinct plan; and
- protect the natural conservation values of marine parks at Alfred Cove and Matilda Bay.



### Lower Canning

The Canning River landscape near its confluence with the Swan River is dominated by the elevated landform of Mount Henry and the public infrastructure of Kwinana Freeway and the Canning and Mount Henry bridges. Beyond Mount Henry the river forms two wide basins, Aquinas Bay and Shelley Basin. These are framed by the ridgeline of Mount Henry, decreasing to the flatter, lower lying land of Salter Point and Waterford.

Deep Water Point is a popular recreational node, clearly visible from the Canning Bridge and used extensively for rowing, water skiing and other aquatic activities.

With the exception of some significant commercial development near the Canning Bridge, most of the Canning River area has a suburban character, which is generally screened by fringing vegetation and flat topography. Residential suburbs are leafy, characterised by low density development with mature trees and a natural river foreshore.

Several institutional land uses define the landscape along this section of the river. These include Aquinas College, Clontarf and Castledare boys homes and further upstream, the Canning City Council offices and gardens.

The area includes the Canning River Regional Park, which contains some of the best estuarine vegetation of the Swan-Canning catchment. The Kent Street Weir and Nicholson Bridge are notable landmarks along this part of the river.

Planning decisions in this area should:

- protect views from public places, particularly from Canning and Mount Henry bridges, Deep Water Point and Salter Point;
- ensure that development and river uses do not degrade the visual amenity and conservation value of the natural landscape, particularly within significant areas such as the Canning River Regional Park;
- protect places of cultural significance, in particular places on the Register of Heritage Places and the Department of Indigenous Affairs register of significant places;
- ensure that commercial development on the foreshore reserve is confined to existing recreation nodes and in accordance with an adopted Swan-Canning precinct plan for the area;
- enhance recreational opportunities where access is limited; and
- ensure that the scale and density of new residential development blends harmoniously with the leafy, suburban character and predominantly natural features of the landscape.



The guidelines within this policy are reflected in the coding s proposed in Local Planning Schemes as well as informing strategies and actions in section 4.4, 4.5, 4.6, 4.7 and 4.8 of the Local Planning Strategy (p23).

- *State Planning Policy No.3: Urban Growth and Settlement (2006)*

This policy sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia.

The objectives of this policy are:

- To promote a sustainable and well planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space;
- To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities;
- To manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints;
- To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand while ensuring safe and convenient access to employment and services by all modes provides choice and affordability of housing and creates an identifiable sense of place for each community;
- To coordinate new development with the efficient, economic and timely provision of infrastructure and services.

The key elements are—

- consolidating residential development in existing areas and directing urban expansion into the designated growth areas which are, or will be, well serviced by employment and public transport;
- giving priority to infill development in established urban areas, particularly through urban regeneration and intensification of development of under-utilised urban land, whilst respecting neighbourhood character;
- locating higher residential densities in locations accessible to transport and services, such as in and around the CBD, regional and district centres, activity corridors and higher education campuses, and in selected areas of high amenity on the coast and river foreshores;



- concentrating commercial, health, education, entertainment and cultural developments in and around activity centres and corridors with good access to public transport and which are easily accessible for the catchment population;
- developing an integrated land use and transport network which reduces car dependence and broadens travel options, makes it easier for people to use public transport or walk or cycle to their destinations, and establishes defined transport corridors as the major network for the movement of goods and people;
- protecting biodiversity and areas of environmental significance, and promoting the concept of an interlinked system of regional and local open space; and
- protecting water resources, and reducing the use of non-renewable resources and waste generation.

- *State Planning Policy No.3.1: Residential Design Codes (2010)*

The R-Codes provide a comprehensive basis for the control of residential development throughout Western Australia. The R-Codes aims to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better residential design outcomes throughout Western Australia.

The impact of the R-Codes have been considered throughout the Strategy in determining the impact of increased development on the amenity of residential areas, the number of new dwellings that could be introduced and the type of dwellings that could be anticipated under the existing and proposed R-Codes.

- *State Planning Policy No.3.4: Natural Hazards and Disasters*

The purpose of this policy is to inform and guide the WAPC in the undertaking of its planning responsibilities, and in integrating and coordinating the activities of State agencies that influence the use and development of land that may be affected.

The implications of this policy are reflected in the transport and land use components of the Strategy specifically section 3.1, 3.2, 3.11 and 3.12 as well as the strategies and actions in section 4.2.

Consistent with the purpose of the policy, the objectives of this policy are to:

- Include planning for natural disasters as a fundamental element in the preparation of all statutory and non-statutory planning documents, specifically town planning schemes and amendments, and local planning strategies; and



- Through the use of these planning instruments, to minimise the adverse impacts of natural disasters on communities, the economy and the environment

- *State Planning Policy No 3.5: Historic Heritage Conservation (2007)*

This policy sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage.

The implications of this policy are reflected in the strategies and actions of section 4.6 Heritage of this Strategy.

The objectives of this policy are:

- To conserve places and areas of historic heritage significance.
- To ensure that development does not adversely affect the significance of heritage places and areas.
- To ensure that heritage significance at both the State and local levels is given due weight in planning decision-making.
- To provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection.

- *State Planning Policy 3.6: Development Contributions for Infrastructure*

This Policy sets out development contribution provisions for standard infrastructure items applied by the Western Australian Planning Commission (WAPC) on the subdivision, strata subdivision, or development of land; and provides a consistent, accountable and transparent system for local governments to plan and charge for community infrastructure items which are not included in the standard provisions through development contribution plans.

Although this policy is not directly reflected in the Local Planning Strategy, it has influenced the considerations for structure planning in the Strategic development Areas, Strategies and actions in section 4.3 and the inclusion of clauses in the Local Planning Scheme 6.

- *State Planning Policy No.4.2: Activity Centres for Perth and Peel (2010)*

The Activity Centres Policy is a state planning policy for the planning and development of activity centres throughout Perth and Peel.

This policy impacts directly on Clause 3.2 and 3.3 of this Strategy and influences the development of activity centres within the City. The implications can be seen in the strategies and actions of Section 4.1 of this strategy. The main hierarchy of centres is reflected in and reinforced in the Local commercial activity centres strategy. It also influences the future planning and structure planning for the Specialised, Secondary and District Centres within the City of Melville.



The main purpose of this policy is to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and with coordinating their land use and infrastructure planning.

Other purposes of the policy include the integration of activity centres with public transport; ensuring they contain a range of activities to promote community benefits through infrastructure efficiency and economic benefits of business clusters; and lower transport energy use and associated carbon emissions.

The policy also reflects the Western Australian Planning Commission's (WAPC) intention to encourage and consolidate residential and commercial development in activity centres so that they contribute to a balanced network.

- *State Planning Policy No. 5.2: Telecommunications Infrastructure (2004)*

The policy provides a framework for the preparation, assessment and determination of applications for planning approval of telecommunications facilities within the context of the planning system of Western Australia.

The implications of the policy relate mainly to the National Broadband Network but also in the strategic planning for development areas. It also influences Section 4.10.3 of part 2.

Separate approval may be required from other government agencies under other legislation.

The objectives of this policy are to:

- facilitate the provision of telecommunications infrastructure in an efficient, cost-effective and environmentally responsible manner to meet community needs;
- facilitate the development of an effective statewide telecommunications network in a manner consistent with the economic, environmental and social objectives of planning in Western Australia as set out in the *Planning and Development Act 2005* and the *State Planning Strategy*;
- assist community understanding of the issues involved in the design and installation of telecommunications infrastructure and provide opportunities for community input to decision-making;
- promote a consistent approach in the preparation, assessment and determination of applications for planning approval of telecommunications infrastructure;



- minimise disturbance to the environment and loss of amenity in the provision of telecommunications infrastructure; and
- ensure compliance with all relevant health and safety standards in the provision of telecommunications infrastructure.

The ‘Guidelines for the Location, Siting and Design of Telecommunications Infrastructure’ are designed to be read in conjunction with the policy, any town planning scheme for the particular area, and any local planning policies relevant to telecommunications infrastructure.

- *State Planning Policy No. 5.3: Jandakot Airport Vicinity – (2006)*

The policy applies to land in the vicinity of Jandakot airport, which is, or may in the future, be affected by aircraft noise.

The objectives of this policy are to:

- protect Jandakot Airport from encroachment by incompatible land use and development, so as to provide for its ongoing, safe, and efficient operation; and
  - minimise the impact of airport operations on existing and future communities with particular reference to aircraft noise.
- *State Planning Policy No 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning – (2007)*

This policy aims to promote a system in which sustainable land use and transport are mutually compatible.

Implications of this policy can be seen in the introduction of clauses within the Local planning Scheme. The policy also influences clauses 3.1 3.2 and 3.11 of this strategy as well as strategies and actions of section 4.2 (p22).

The objectives of this policy are to:

- protect people from unreasonable levels of transport noise by establishing a standardised set of criteria to be used in the assessment of proposals;
- protect major transport corridors and freight operations from incompatible urban encroachment;
- encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals;
- facilitate the development and operation of an efficient freight network; and
- facilitate the strategic co-location of freight handling facilities.



It should be noted that the policy and these guidelines apply to proposals for new noise-sensitive developments, new railways or major roads, major redevelopments of existing railways or major roads, and new freight handling facilities. The policy and guidelines do not apply to noise from existing railways or major roads in the vicinity of an existing noise-sensitive land use, or an increase in traffic along an existing railway or major road in the absence of a major redevelopment.

- *State Planning Policy No 6: Local Planning Strategies*

The drafting of the Local Planning Strategy has been influenced by this policy. The implication can be seen in the introduction of two new local activity centres in Marshall Road and Hulme Court in Myaree as well as the identification on the local planning strategy map of sites for possible new local activity centres in Murdoch and Bateman.

(1) Local planning strategies should reflect the policy provisions including the activity centres hierarchy. These strategies will be used as the basis for preparing and amending local planning schemes, and for preparing and assessing activity centre structure plans, district and local structure plans and development applications.

(2) New activity centres identified through local planning strategies may be endorsed by the WAPC, subject to this Policy.

## **2.4 Regional strategies**

In order to ensure that development in the State of Western Australia and the Perth Metropolitan Region meets its full potential in the next 20 years, the Western Australian Planning Commission (WAPC) is charged with developing visions and strategies that guide development, the economy and the community.

The broad context of regional planning was defined in 1955 with the *Hepburn Stephenson Plan* for the Metropolitan Region, and this was subsequently amended by the *Corridor Plan* of 1970, *Metroplan* of 1991, the 1997 *State Planning Strategy* and *Network City* (draft 2006) and more recently *Directions 2031 and beyond*.

A finer grain of regional planning comes in the form of sub-regional strategies prepared by or in conjunction with State Government. The Central Metropolitan Perth Sub-Regional Strategy addresses issues relating to a grouping of local authorities immediately adjacent to the Central Business District and the Swan River to Fremantle.

The Strategy provides a broad framework for delivering the objectives of *Directions 2031* and identifies a strategic plan of actions, agency responsibilities and delivery timeframes. It links State and local government strategic planning to guide the preparation and review of local planning strategies.





The Sub regional strategy anticipates a minimum housing target of 11,000 additional dwellings for the City of Melville by 2031. There are a series of actions proposed by the strategy for the local government to achieve these targets.

*Liveable*

Living in or visiting our city should be a safe, comfortable and enjoyable experience.

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Strategy 1: Plan for increased housing supply in response to changing population needs.

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- 1.1 Provide certainty about the location of future housing by ensuring that the housing component of local planning strategies supports the implementation of local government housing targets as adopted by the WAPC.
- 1.2 Apply higher densities through local planning strategies and schemes within areas that have close proximity to:
  - a. high frequency public transport nodes such as rail stations and bus interchanges;
  - b. suburban corridors;
  - c. retail and employment centres;
  - d. public open space, foreshores, parks and areas with potential for high quality views;
  - e. educational institutions; and
  - f. community and recreational facilities and services such as hospitals, medical centres and libraries.
- 1.3 Consider a State Government funding support program to assist in the development of joint ventures and pilot projects which demonstrate best practice in urban infill.
- 1.4 Introduce planning reform measures that would provide greater certainty for the approval of higher density projects.
- 1.5 Ensure that local planning strategies and schemes consider and allocate sufficient zoned land to provide for the increasing demand for aged care accommodation.
- 1.6 Identify suitable partnerships to facilitate the provision of residential aged care services.



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Strategy 2: Promote and increase housing diversity, adaptability, affordability and choice.

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- 2.1 Ensure the proposed R-Code densities and provisions in local planning strategies and schemes support a sufficient mix of housing types and sizes.
- 2.2 Apply the Multi Unit Housing Code to support increased housing diversity and mixed-use development in activity centres and other suitable locations.
- 2.3 Promote the use of density bonuses on corner lots, subject to design guidelines to ensure preservation of local amenity and an appropriate streetscape.
- 2.4 Consider a range of housing types and sizes in all major housing developments/redevelopments, including State government projects.
- 2.6 Promote flexible building designs capable of conversion to dual or multiple occupancy.
- 2.8 Introduce incentives such as:
  - a. diversity bonuses to increase provision of affordable housing; or
  - b. density bonuses to promote higher-density developments that include diverse and affordable forms of housing, and which meet performance criteria.

### *Prosperous*

Our success as a global city will depend on building on our current prosperity.

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Strategy 3: Plan for a diverse mix of services, facilities, activities, amenity and housing types in centres to facilitate economic development and employment.

---

- 3.1 Finalise structure plans for: Booragoon secondary centre and Canning Bridge district centre.
- 3.3 Prepare structure plans for the Murdoch specialised centre.
- 3.4 Apply SPP 4.2 Activity Centres for Perth and Peel housing density targets in local planning schemes and centre plans.
- 3.5 Apply the Multi Unit Housing Code activity centre codes as appropriate to facilitate more housing and multi unit development in activity centre growth areas.
- 3.6 Ensure local planning strategies enable the regeneration of existing activity centres to improve their amenity, attractiveness and social and cultural vitality.



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Strategy 4: Facilitate and retain employment land to support economic growth and a balanced distribution of employment across the central sub-region.

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- 4.1 Local planning strategies should promote the economic role of key industrial zones in providing employment diversity and support their retention, efficient operations and growth by ensuring compatible land use.
- 4.2 Apply appropriate planning reservations to minimise land use conflicts and maintain the long term efficiency of the freight network and urban amenity in the context of increasing freight.
- 4.3 Improve intersection capacities along Roe and Leach Highways and other freight routes such as Stock Road and High Street.
- 4.7 Ensure activity centres are planned for mixed use and provide for a wider range of employment opportunities.

*Accessible:*

People should be easily able to meet their education, employment, recreation, service and consumer needs within a reasonable distance of their home.

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Strategy 5: Plan and develop transit oriented developments to accommodate a mix of uses and medium-rise higher density housing development.

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- 5.1 Encourage planning initiatives to support the provision of more housing within transit oriented developments including urban corridors and activity centre growth areas.
- 5.2 Undertake a review of Development Control Policy 1.6 – Planning to Support Transit Use and Transit oriented development – and the Department of Planning’s transit oriented development program to evaluate the effectiveness in promoting and realising transit oriented development in the central metropolitan sub-region.
- 5.4 Prepare activity centre plans, urban design frameworks and implementation strategies to facilitate transit oriented development.
- 5.6 Evaluate the level of land use and transport integration by monitoring new housing supply in the walkable catchments of train stations and other high-frequency public transport routes.

*Sustainable:*

We should grow within the constraints placed on us by the environment in which we live.



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Strategy 6: Protect our natural and built environments and scarce resources; respond to social change and optimise the land use and transport conditions that create vibrant, accessible, healthy and adaptable communities.

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6.1 Ensure local planning strategies and schemes assess environmental factors relevant to district-level planning. This should provide for the appropriate use and management of elements of the natural and built environments with significant conservation, recreation and cultural heritage values.

6.3 Monitor and evaluate car travel relative to use of public transport, cycling and walking for work trips.

6.4 Use best practice urban design to encourage physical activity, provide universal access to buildings and public spaces, and apply Crime Prevention through Environmental Design principles to improve community safety.

*Responsible*

We have a responsibility to manage urban growth and make the most efficient use of available land and infrastructure.

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Strategy 7: Maximise urban infrastructure efficiency and equity and coordinate the planning of new capital works to support future population growth.

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7.1 Apply local government housing targets as a planning demand scenario for use in strategic planning by utility and social infrastructure agencies.

(Department of Planning - Central Metropolitan Perth sub regional strategy)

## **2.5 Regional planning schemes**

Statutory planning is directed by the Metropolitan Region Scheme (MRS). This establishes the regional planning priorities and is the framework for the preparation of local planning schemes (for municipal areas).

The MRS identifies several zonings within the City of Melville. The local planning scheme recognises these zonings and applies various other local zonings within the general urban zoning of the MRS. The MRS identifies zones and reserves of significance including Waterways; Primary Regional roads and Other Regional roads; Parks and Recreation; Public Purpose reserves, including hospitals, high schools, universities, and special uses; industrial zones; Railways and Bush Forever sites. It does not however, identify many other issues of regional importance such as significant conservation areas like Alfred Cove.



## 2.6 Regional and sub-regional structure plans

There are no current Regional or sub regional structure plans relevant to the City of Melville.

## 2.7 Operational policies

A variety of WAPC strategic and operational policies are considered in the context of this Strategy. Strategic policy statements deal with particular strategic planning issues and in some cases, refine and expand upon an aspect of a regional strategy. Operational policies are largely subdivision and development control policies which have been adopted by the Commission to guide its decision making on subdivision and development applications. Recognition of these policies within the Local Planning Strategy highlights the importance of the policies to the development process. The implications of the policies have been considered in the future opportunities for the City as well as in the Strategies and Action in section 4 of this strategy.

Applicable strategic policies include:

- *Government Sewerage Policy: Perth Metropolitan Region (1996);*
- *Bush Forever (2000), and*
- *Liveable Neighbourhoods (2007).*

Applicable operational policies include:

### 1.1 *Subdivision of Land – General Principles (2004)*

- This policy sets out the general principles, which will be used by the WAPC in determining applications for the subdivision of land.
- It indicates the WAPC's basic requirements for the creation of new lots as well as the procedures it will follow in processing subdivision applications

### 1.2 *Development control – General Principles (1998)*

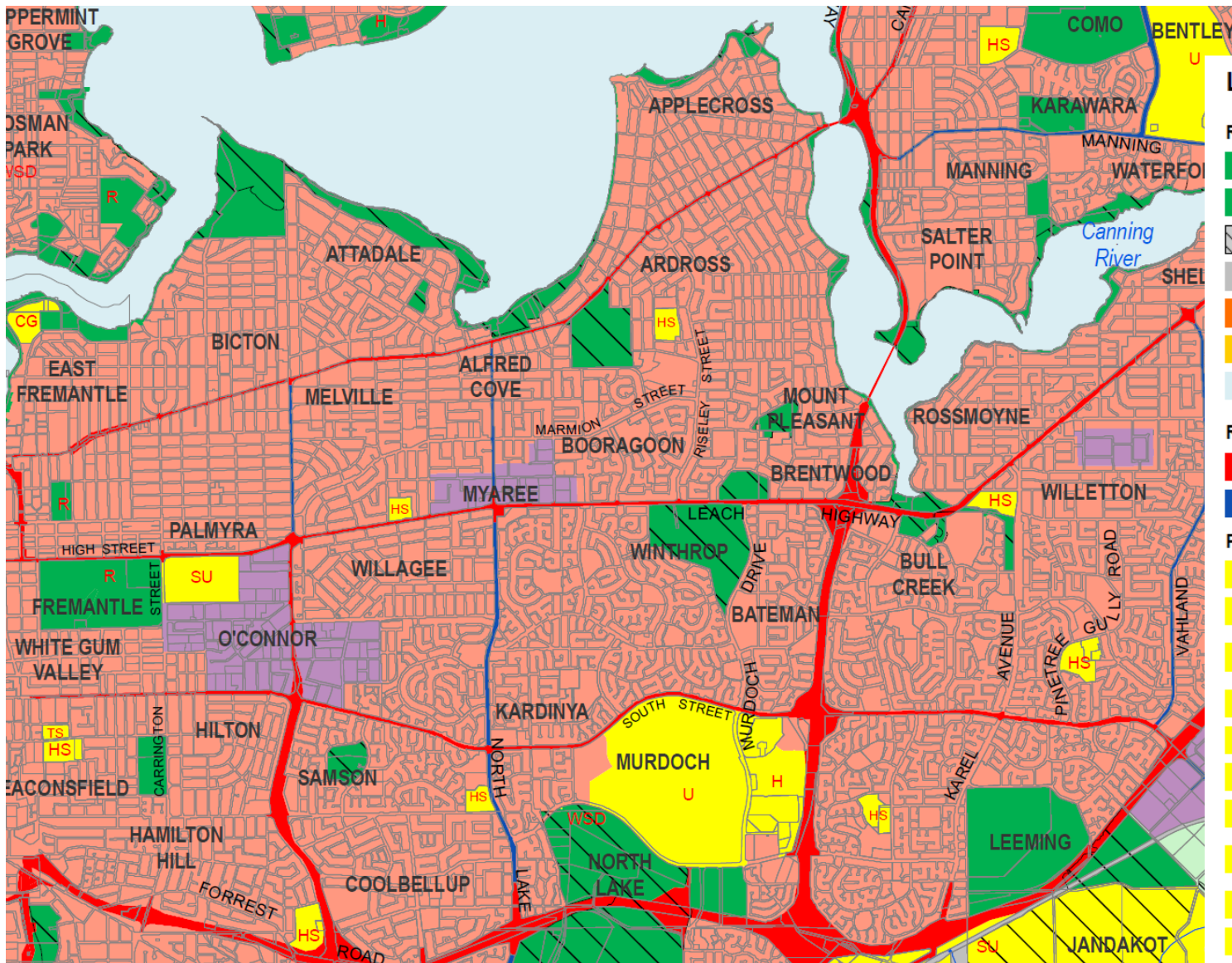
This policy states in plain terms the development approval requirements in respect of land the subject of metropolitan and other region schemes.

### 1.3 *Strata Titles (2009)*

This policy deals with those classes of strata title proposals which require the approval of the WAPC and sets out the criteria to be used in the determination of applications for that approval.

It does not apply to all strata title proposals, many of which are now exempt from the need for the WAPC's approval.





### Legend

#### Reserved lands

- Parks and recreation
- Restricted public access
- Port installations
- Railways
- Civic and cultural
- State forests
- Waterways

#### Reserved roads

- Primary regional roads
- Other regional roads

#### Public purpose reserves

- Public purposes
- Public purposes - car park
- Public purposes - Commonwealth Government
- Public purposes - high school
- Public purposes - hospital
- Public purposes - prison
- Public purposes - special uses
- Public purposes - State Energy Commission
- Public purposes - technical school
- Public purposes - university
- Public purposes - Water Authority of

#### Zones

- Central city area
- Industrial
- Special industrial
- Private recreation
- Rural
- Rural - water protection
- Urban
- Urban deferred

#### Notice of delegation

- (Site No) Bush forever area

#### Special control areas

- Water catchments

#### Redevelopment schemes

- Redevelopment scheme/fact area
- Scheme Boundary

# METROPOLITAN REGION SCHEME PERTH WESTERN AUSTRALIA



#### *1.4 Functional Road Classification for Planning (1998)*

The purpose of this policy is to outline an established road classification system for use in planning new road networks. The implications of this policy can be seen in the functional road hierarchy and discussions around that in section 4.9 of Part 2 of the strategy as well as influencing the Actions and strategies in section 4.2 of part one.

##### Policy objectives

- To establish clear universal recognition of the expected functions of different roads, thereby providing a consistent and uniform approach to road planning in urban areas throughout Western Australia;
- To help identify and evaluate the degree of compatibility between roads and adjacent land use.

#### *1.5 Bicycle Planning (1998)*

This policy describes the planning considerations which should be taken into account in order to improve the safety and convenience of cycling. The implications of this policy can be seen in the discussions in section 4.9 of Part 2 of the strategy as well as influencing the actions and strategies in section 4.2 of part one.

##### Policy objectives

- To make cycling safer and more convenient through the provision of end-of-trip facilities and by the provision of better cycle route networks;
- To ensure that the needs of cyclists, are recognised and provided for by planning and road construction authorities;
- To encourage more work, school and shopping trips to be made by bicycle through the provision of more (and better) cycling facilities;
- To increase the general awareness of the benefits of cycling;
- To ensure adequate consideration is given to the provision of cycling facilities in planning studies and in the implementation of statutory planning controls.

#### *1.6. Planning to Support Transit Use and Transport Orientated Development (2006)*

This policy seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use.

This policy applies to all areas of the state, within transit precincts as defined under the policy, and is intended to inform government agencies, local government, landowners and prospective developers of the policy approach which will be applied by the WAPC.

The Department of Planning is committed to encouraging the use of transit oriented development principles to link land use and public transport across Perth.



This policy has guided the selection of strategic development areas around transport hubs and activity centres which are well connected with public transport. Concepts for the strategic planning of these areas focus on enhancing the Transit use. Specific implications can be seen in strategies and actions of section 4.1, 4.2 and 4.8 of the strategy.

#### *1.7 General Road Planning (1998)*

This policy brings together in one document all those policies of the WAPC which are not included in the residential road planning policy and apply generally to the planning of all roads.

Consistent with the approach taken in the residential road planning policy, this policy also refers to the functional road classification system established in functional road classification for planning. The policy influences the terminology, hierarchy and classification of roads in part 2 section 4.9 of this strategy.

#### *2.2 Residential Subdivision (2003)*

This policy establishes the WAPC's position regarding residential subdivision.

The policy has been developed and refined over many years taking into account the adoption and subsequent amendments to the Residential Design Codes and the government's policies on sewerage and underground power.

The policies influence can be seen in the future opportunities as seen in section 5.1 of the strategy.

#### *2.3 Public Open Space in Residential Areas (2002)*

The basic component of this policy is the requirement that 10 per cent of the gross subdivisible area of a conditional subdivision shall be given up free of cost by the subdivider for public open space.

This has been the basis of public open space policy in the state for many years, and emanates from the recommendations of the Plan for the Metropolitan Region Perth and Fremantle.

Assessment of the public open space is reported in section 4.6 of part 2 and section 3.4, 3.5 and 3.6 of Part one and is guided by this policy. It should be noted though that many of the suburbs within the City were developed before guidelines were introduced.

#### *2.4 School sites (1998)*

This policy statement contains the WAPC's general requirements for school and TAFE college sites in residential areas, and recognises the need to consider any requirements for higher education facilities.

It should be used during the preparation of designs for the subdivision of residential land at both the structure planning (district and local structure planning) and subdivision design stages.





The general concepts of this policy guided the assessment of the education availability in the City as reflected in Section 4.7 of part 2.

#### *2.6 Residential Road Planning (1998)*

This policy sets out the WAPC's requirements for the planning and design of roads in residential areas and provides guidelines for the design and layout of residential roads.

The policy has been prepared with particular reference to the quality of the neighbourhood environment and the cost of housing. It offers a response to these issues in terms of road planning and design.

This has little impact on the City as the residential areas have been developed, however the assessment of the roads in section 4.9 of Part 2 has been influenced by this policy.

#### *4.1 Industrial subdivision (1998)*

This policy provides guidance on the matters considered by the WAPC when determining applications for industrial subdivision throughout the state.

These include such matters as the design and shape of industrial lots, road layout, and servicing and open space requirements.

This has little impact on the City as the industrial areas have been developed, however Section 3.2 and Actions and strategies of section 4.1 have been influenced by this policy.

#### *5.1 Regional Roads (vehicular access) (1998)*

This policy sets out the principles to be applied when considering proposals for vehicle access to or from developments abutting regional roads.

It is intended to inform government agencies, local governments and prospective developers of these principles and to act as guidelines for the exercise of development control powers in this regard.

This has influenced the proposed increased intensity of development along regional roads with high frequency public transport as well as encouraging reduced private vehicle access from properties adjoining these roads.

#### *5.3 Use of Land Reserved for Parks and Recreation (1999)*

The purpose of this policy is to outline the circumstances under which the WAPC may approve the use and development of land reserved for parks and recreation for different purposes.

Specifically for land in the ownership of the State. The policy also sets out the procedure for handling requests from sporting club and community groups for the use of reserved land.

This policy has implications for the strategic approach to community hubs as shown in the Local Governments Strategic Plan for the Future and the Long term Community Plan shown in Part 2 Section 3.2.



#### 5.4 Advertising on Reserved Land (2005)

This policy sets out the objectives and considerations taken into account by the WAPC in determining applications for the display of advertisements on land reserved under a region scheme.

The erection, alteration, and extension of any advertisement on land reserved by a region scheme requires the approval of the WAPC.

Recognition of this policy within the Local Planning Strategy highlights the importance of the policies to the development process. Its implications are reflected in the Local Planning Scheme.

### 2.8 Other relevant strategies, plans and policies

Other relevant strategies, plans and policies will be added as they are introduced.

### 2.9 Guidelines forecast and reports.

The main data on population forecasts are drawn from the Informed Decisions (id) suite of programs available via the City of Melville website. These programs are based on the Australian Bureau of Statistics data from Census and other sources and combine more up to date information such as development applications, demolitions, migration patterns and strategic planning to provide more up to date profiles and forecasts. The Informed Decisions (id) suit of programs includes Profile.id, Forecast.id and Economics.id.

Information provided by the Department of Planning includes the population forecasts within WA Tomorrow, State Lot Activity and Urban Growth Monitor.

## 3. Local planning context

### 3.1 Vision and mission statements

#### 3.1.1 Melville visions

Community expectations for a broad range of issues impacting on the future directions of the City of Melville are represented in *Melville Visions – Community Perceptions on Our City - Our Future* (referred to as Dialogue with the City of Melville).

Melville Visions was an outcome of the Dialogue with the Communities Program initiated by the Western Australian Planning Commission undertaken in 2008.

This program provided local governments with resources to engage with their communities and to develop strategies and plans that identified and addressed the emerging objectives of the State Government's Network City strategy.



The *Melville Visions* consultation process provided statistically valid insights of the expectations of Melville's residents, youth, businesses and visitors. The Melville Visions project was divided into the key focus areas of:

- Built environment;
- Accessibility;
- Natural environment;
- Sense of community;
- Opportunity, equity and choice;
- Sense of place.

A summary of the strategic insights which resulted from the process were:

- City of Melville needs a clear long term vision;
- Population growth within the City of Melville is of concern;
- The increase in the scale of development is of concern;
- The quality of life in the City of Melville is good and is improving;
- Smaller lots in specific locations and mixed uses may be acceptable;
- A need exists for a new east-west highway;
- A greater focus on improved community safety is required.

In terms of urban planning and development, 'Melville Visions' identified the following community expectations:

1. 70%-90% of people agreed that Melville's attributes and image was one of a convenient location, leafy and green, open and spacious, relaxed and clean, tidy and well maintained. This image needs to be protected, maintained and expanded.
2. Only 5% of people were likely to start a home based business. As such, home occupation provisions while being necessary are unlikely to be an issue and increased mixed use development will meet demand. Standard Home Occupation provisions are likely to be adequate.
3. 21% of people were looking for a larger home while 17% a smaller home with 91% not looking to move from the City of Melville. This suggests no great need for wholesale change to density codings, but to provide housing variety and choice within selected locations.
4. Retirement figures suggest substantial retirement numbers in the next 10 years. Based upon current AMCORD data, the City of Melville will need to consider policy and location criteria for additional seniors' facilities and to allow more opportunity for aging in place.



5. Approximately half of the residents of Melville wanting lower than projected growth rate (0.6% of people dwellings). Opposition to growth came from 3 in 5 residents. This would similarly suggest modest density re-codings in line with orderly and proper urban planning principles and Government policy.
6. The preference in Melville is for slightly less 800+m2 lots and slightly more demand for 300m2 lots (over next 10 years).
  - Applecross – increase duplex and villas
  - Bull Creek/Leeming – decrease 500 & 800m2 – increase 300m2
  - City – decrease 800m2
  - University – decrease 800m2 – increase 300m2
  - Palmyra/Melville/Willagee – decrease 500m2 – increase 800m2
  - Bicton – no change

These suggested minor changes can, where practical, be accommodated through orderly and proper planning principles and recoding in the new Scheme.

7. 83% of people oppose 4 – 5 storey development. Currently the predominant residential height limit in the City of Melville is 2 to 3 storey.
8. 93% of people oppose 6 – 12 storey developments. There are only a few commercial and ‘frame’ areas where these heights would be permitted to satisfy State Government policy to provide higher density around transport nodes e.g. Canning Bridge, Riseley Centre and Melville City Centre.

The majority of residents prefer a diverse mix of stand-alone houses in the suburbs on 500 to 800m2 lots. This is and will continue to be catered for in the revised Local Planning Scheme.

Two-thirds of residents support a homogeneous street character e.g. dwellings being of a similar size and type; all suburbs in the 60 to 70% range. Many streets have already been impacted upon by units, villas, townhouse developments in traditional single residential streets.

The principle to be employed is to consider opportunities for grouped dwellings around shopping centres, transport nodes and corridors and perhaps in streets where the character has already changed through infill by grouped dwelling developments and battleaxe subdivision.

Over half of residents support 300m2 lots if developed around shopping centres, rail stations etc. This will be provided for.



- Over half of residents support mixed use around local shopping centres (Activity Centre). This is currently provided for in the local planning schemes in the form of “Frames” and will remain though there is an opportunity to increase the intensity of Activity Centres by encouraging more mixed use development within the centres.
9. Only 40% of people supported small lots around parks. This suggests that some careful assessment of suitable locations may be necessary based upon other adjoining land uses, age and condition of housing, restricting height to 3 storeys or even 2 storeys. The survey data showed 42% approval in City and Palmyra; 41% in Applecross and Bicton with University and Bull Creek at 38% and 39% respectively. All Wards had a 20 to 30% neutral result with 30 to 39% opposed.
  10. The nexus of increased population/development in the City of Melville and increased traffic is highlighted in the survey with 87% of residents linking population growth with the negative impacts of traffic. This assumption is not totally valid as much of the higher density is located around public transport corridors and nodes and peak private vehicle traffic may decrease in these areas.
  11. Extension of the Roe Highway is supported by 81% of residents with only 8% opposed. A need to provide for safe and convenient east-west freight and vehicular traffic is required in the form of a dedicated road between Kwinana Freeway and Stock Road.
  12. Bus lanes on Canning Highway are generally not supported as there is a concern about them contributing to congestion. More research is required in this area, especially as they have been implemented in South Street.
  13. Moderate support (63%) exists for a ferry service and improved community facilities at selected foreshore nodal areas; Deepwater Point and Point Walter scored highest.
  14. Residents perceive growth having a negative impact on the quality of nature reserves, stating that trees and greenery are important. Incentive schemes not mandatory provisions should be used to protect nature trees (65%). Sustainability incentives should be used (91%). The opportunity exists in the scheme review to provide incentive packages for sustainable development and practices likewise protection of trees e.g. bonus PR, setback variations etc.
  15. Growth is seen as having a negative impact on safety by 68% of residents.
  16. Residents prefer ‘Garden City’ overwhelmingly to any other centre – with Brentwood, Somerville and Myaree as the most popular neighbourhood centres and Melville Plaza as the most popular District Centre. The local commercial strategy supports these preferences.



17. Youth (14 – 17 years) overwhelmingly support increasing the size of Melville City Centre (Garden City) (76%), while only moderate support exists for 18 – 34 years (60%) and 35 – 54 years (41%). Strong support exists for creating a lively civic area round Melville City Centre. In the 14 to 54 years bracket – 78% of people support Melville City Centre providing new and improved entertainment and leisure area.
18. Current planning for Melville City Centre provides for an integration of civic, cultural, entertainment and commercial areas with open community spaces for family and community interaction.
19. Heritage preservation was considered important in creating a sense of place. The Municipal Heritage Inventory and provisions in the CPS actively contribute to creating a sense of place in Melville; however, other strategies are also needed.

### **3.1.2 Regional influence**

The City of Melville has traditionally served as a dormitory area for the Perth CBD, a function which is reinforced by Kwinana Freeway and its southern extensions. Many Melville residents commute to Perth for work, entertainment and shopping.

Notwithstanding the ‘suburban’ image of the City of Melville, it does however compete with other major centres such as Perth, Fremantle and Cannington on a number of levels particularly in the areas of retailing, office accommodation, access to the river and other recreation facilities.

There is potential to provide more employment opportunities within the City of Melville via the further development of certain key areas such as Canning Bridge, Murdoch University/Fiona Stanley Hospital and re-development/upgrading opportunities in the Melville City Centre.

Enhancing the opportunity to work from home in the form of reducing the red tape for approvals and providing support including through networks and rollout of Australian Broadband Network will also encourage more self sufficiency in local communities.

#### **3.2.1 People, Places, Participation – A strategic community plan 2012-2022**

In 2007 the City of Melville prepared its first Long-Term Community Plan. The foundations for the Plan were principally derived from the *Melville Visions – Community Perspectives on Our City – Our Future* project along with other consultation and engagement processes that occur more regularly as part of City of Melville business.

The Community Plan recognised the role of the community in determining its future and it was the key strategic document for guiding the Council’s business planning and service delivery. This plan was reviewed and revised after further consultation in 2011/12.



The plan develops common goals that help guide all sections of the community in working together to achieve the community's aspirations. The plan describes how the City of Melville, affiliated agencies and external partners can work towards achieving these aspirations.

### **3.2.1.1 Purpose of the plan**

The purpose of the plan was to:

- Acknowledge community aspirations and priorities;
- Provide an opportunity for participation by the community in decision making processes;
- Co-ordinate decision making and use of resources of the City of Melville and other organisations working with and in the community;
- Provide a long term focus for the delivery of facilities and services by the City of Melville and other organisations working with and in the community; and
- Provide a basis for accountability.

### **3.1.1.2 Community aspirations**

Our community Vision for the future is for 'a safe, liveable, prosperous and sustainable Melville where we enjoy high levels of health and wellbeing; where opportunities to participate in decisions are transparent and inclusive. Our communities are accountable for our actions now and in the future, our local cultures are respected and our natural spaces and built facilities are accessible to all who live, work and play in the City.'

Community aspirations describe what the community 'thinks' is important for their well-being. The aspirations outline the desired vision in relation to present and future social, cultural, economic and environmental well-being.

The aspirations are:

- We live in a safe and secure community. We trust others and feel comfortable using public places and facilities.
- We enjoy a sustainable and healthy lifestyle. We take advantage of the recreational and leisure opportunities provided by our natural environment and recreational facilities. We have access to the services we need to stay healthy.
- Our services and resources are accessible to all community members. We feel able to fully participate in civic and community life.
- We have a sense of place and community spirit. Our places, spaces and events celebrate who we are and strengthen the identity of all cultures. We live in connected communities where people feel part of their neighbourhood.



- We are engaged and participate in decisions that affect our lives. We have a strong local democracy and effective partnerships.
- The look and feel of our city reflects our sense of identity and makes us proud. All members of the community have the opportunity to live in a dwelling which suits their needs and stage of life.
- We live in a clean and green community with lots of trees and open space. We recognise and value our environment. We maintain our environment and natural heritage as our city grows.
- Our transport system is sustainable, well connected and convenient. We have options for how we move around. We can easily move around the City of Melville to access services and facilities.
- We have the opportunity to live and work in our community. We have opportunities for lifelong learning and economic participation. Our commercial areas are attractive, easily accessible and meet our needs

The *Long Term Community Plan* spanned 10 years (2007-2017) and was to be reviewed every two years. The latest review was undertaken in 2011/12. This review was in line with the new State legislation requiring all local governments to develop a Strategic Community Plan to guide Council's decision making and business planning. This reinforced the aspirations of the community and informed the products and services we provide, partner fund, regulate, monitor, facilitate and/or advocate for on the behalf of the community.

The Strategic Community plan provides the following key areas, objectives and the strategies relevant to the Local Planning Strategy.

#### *Safe and Secure*

Safe attractive places where people want to live, work and participate;

- Ensure the impacts of growth on our communities are identified and managed;
- Ensure urban environments and developments provide a sense of safety and security.
- Create safe public places and facilities used during the day and at night.

#### *Healthy Lifestyles*

Our communities have active and healthy lifestyles with good physical and mental wellbeing.

- Design and build urban environments that support a healthy and active lifestyle;
- Provide a range of opportunities for the community to achieve and maintain active and healthy lifestyles;
- Plan for and ensure an equitable distribution of accessible health and recreation facilities and public open spaces; and





- Support the provision of accessible health care services that meet community needs.

#### *Accessible and Inclusive*

An inclusive and accessible community.

- Provide facilities and services which are accessible to all members of the community.

#### *An Age-Friendly City*

- Public places, facilities and infrastructure are designed to be accessible, safe and suitable to the needs of different age groups; and
- Encourage clustering of community facilities and services to improve accessibility.

#### *Sense of Community*

Connected communities with a strong sense of belonging and community spirit.

- Provide accessible and safe places and spaces where communities can gather; and
- Provide accessible facilities and services which meet the diverse needs our communities.

#### *Our Places and Spaces Are Vibrant and Lively; We Celebrate the Diversity of Our Community*

- Preserve and enhance the beauty, uniqueness, vibrancy and accessibility of our neighbourhoods and local places; and
- Preserve and celebrate our history and cultural heritage, including the special role of Bibbulmun people as the First Peoples.

#### *Liveable Built Environment*

A connected and livable urban environment.

- Design high quality, accessible and well-connected communities supported by appropriate infrastructure, facilities and services;
- Ensure the built environment provides opportunities for active and passive recreation; and
- Plan and develop transit oriented activity centres and residential developments.

A built environment that reflects and enhances our sense of identity.

- Encourage development which reflects and enhances our sense of identity and enables participation in civic and community life;
- Maintain the unique built and cultural heritage of the City by identifying and protecting items or areas of significance and



- Ensure the impacts of growth on our communities are identified and managed.

A diverse range of high quality housing to meet the needs of current and future communities.

- Plan for and provide a mixture of housing types that allow residents to meet their current and future housing needs and preferences;
- Ensure new homes are designed to be accessible and adaptable; and
- Facilitate and promote affordable housing.

#### *Clean and Green Environment*

Our unique environment is maintained and enhanced.

- Ensure integrated planning and management of our natural environment; and
- Recognise, protect and enhance our natural environment and natural assets.

The impact of our homes and businesses on our natural environment is reduced.

- Ensure future development does not degrade our natural assets and biodiversity;
- Encourage the use of sustainable principles in the development of new homes and in commercial and community buildings; and
- Encourage and support households and businesses to save energy and water and reduce greenhouse gas emissions.

The impacts of climate change on our city and community are reduced.

- Encourage and enable our communities and businesses to adapt to the impacts of climate change;
- Identify existing developments and infrastructure that are vulnerable to the effects of climate change and take appropriate action; and
- Minimise the impact of future development on areas of high risk.

#### *Sustainable and Connected Transport*

An integrated, sustainable and efficient transport system that connects our communities and our city.

- Take a long-term and integrated approach to the planning, development and management of our transport system;
- Plan for and maintain a network of shared-use walkways, footpaths and cycle ways that provide access to facilities and services across the City;
- Look for ways to decrease reliance on motor vehicles and encourage sustainable transport initiatives and programs; and
- Advocate for a safe and user-friendly public transport system that allows people to move around the City and provides access to employment, facilities and service.



A transport system that supports strong economic activity.

- Advocate and plan for a transport network that facilitates and supports economic activity; and
- Identify and work to manage the impacts of transport on our communities.

#### *Growth and Prosperity*

A prosperous City with access to a range of businesses and services.

- Develop a vision for our economic future;
- Support existing and encourage new and diverse industry and businesses, to provide economic stability and a range of employment opportunities;
- Facilitate the development of Melville City Centre as a focal point for commercial, retail, civic and entertainment activity;
- Develop attractive local centres which offer a diverse mix of services and facilities, to encourage economic activity and provide a community focus for neighbourhood areas;
- Ensure our retail and commercial centres are well designed, well connected and accessible;
- Encourage inclusive employment opportunities across the City; and
- Facilitate and retain commercial land to support economic growth.

Under the Community Plan umbrella, four neighbourhoods have been identified within the City of Melville providing the opportunity for local communities to develop an action plan tailored to suit each neighbourhood.

Neighbourhood planning will:

- Understand and describe the type of neighbourhoods the community wants in the future;
- Identify, prioritise and action the community's aspirations;
- Enhance public places in terms of use, diversity and safety;
- Develop a sense of place and identify local culture, heritage and character; and
- Build on assets and strengths in our local communities.



Neighbourhood plans have been developed for each of the neighbourhoods. Some of the ideas from the Neighbourhood plans that relate to the Local Planning Strategy include:

*North East Neighbourhood*

*Affordable housing and amenities for all*

- Consult with the Community about zonings and potential opportunities;
- Establish community networks interested in housing issues and futures;
- Enable aging in place;
- Access funding for social housing; and
- Introduce policies and bonuses that recognise and encourage affordable and diverse housing.

*Free flowing traffic and ease of movement*

- Require traffic management plans from developers; and
- Levy developers to support costs of public transport and/or a shuttle service.

*Choice of activities and pursuits around the foreshore.*

- Establish good quality cafes and food outlets close to the foreshore with extended opening hours; ensure sustainable development of foreshore amenities so that they minimize impact on the river and environs; and
- Include a variety of amenity and recreational options in future strategic land planning.

*Attractive shopping centres which act as community hubs.*

- Consult resident associations about ideas and improvements for shopping precincts;
- Create a night time economy at Garden City to meet community needs and provide passive security to the area, e.g. restaurants;
- Better integrate Garden City with the Civic Centre to create a vibrant City Centre; and
- Improve the general quality of shopping precincts e.g. better product, lighting, streetscapes and hygienic rubbish storage.

*South East Neighbourhood*

*Enhance and increase use of community facilities*

- Increase the number of small businesses and cafes with an emphasis on strip shopping for precincts;



- Integrate community facilities and commercial precincts into community hubs; and
- Enhance, replace or upgrade existing facilities.

*Easy movement between suburbs and facilities*

- Assess where public transport gaps exist;
- Increase travel options to include safe cycling and walking areas that connect suburbs and the train stations; and
- Map hotspots where traffic, parking and pedestrian issues exist.

*A thriving Bull Creek Shopping Centre area*

- Increase mixed use and opportunities e.g. increase activities for seniors at shopping centre;
- Better integrate the shopping centre with the library and community centre to form a hub; and
- Assess current traffic and speed hotspots and develop strategies to improve shared spaces with pedestrians.

*Regional services that add value*

- Assess appropriateness of current locations and consider impacts to residential areas in strategic land planning.

*North West Neighbourhood*

*Retain, maintain and develop open spaces for the whole community.*

- Maintain and develop greenways throughout the neighbourhood to protect and encourage wildlife;
- Work towards introducing public open space in suburbs where it is limited which includes activity e.g. cafes; and
- Retain and maintain existing public open spaces.

*Easy movement between suburbs and facilities*

- Establish a shuttle bus service that links community hubs and shopping precincts with effective bus shelters;
- Reduce local neighbourhood car usage and increase walkability; and
- Provide updates to the community on traffic, parking and pedestrian issues and develop traffic calming strategies.



*Beauty in built form and natural environment.*

- Promote and develop the register of significant trees and flora and look at penalties to protect them;
- Introduce and promote environmental sustainability strategies and campaigns;
- Ensure building codes promote quality, good aesthetics and sustainability; and
- Create public art across the neighbourhood which reflects the identity of suburbs beautifies and promotes a sense of place.

*South West Neighbourhood*

*Parks with family oriented activities*

- Map current park usage and identify gaps in amenities by consulting with local communities; and
- Develop a concept which incorporates a music bowl for large concerts.

*Minimise Local traffic issues*

- Improve walkability and pedestrian safety;
- Improve Kardinya Park shopping centre car park traffic flow;
- Assess where public transport gaps exist; and
- Map hotspots where traffic, parking and pedestrian issues exist.

*Integrated community and commercial environments*

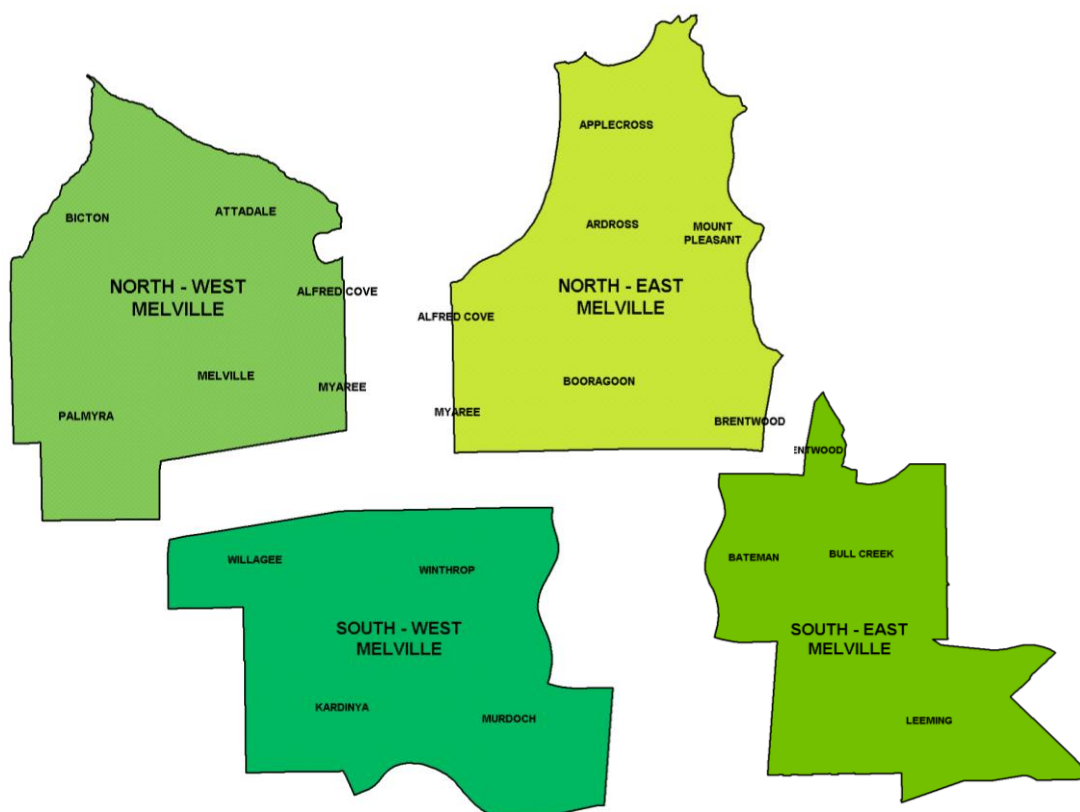
- Beautify strip shopping areas; and
- Explore opportunities for linking community and commercial precinct to form community hubs.

*Beautiful places that promote community wellbeing*

- Council and shopping centres to work together to improve their look and feel; and
- Retain and maintain existing trees, vegetation and WA native species.



### 3.1.1.3 The Neighbourhoods



## 3.2 Local Government's strategic plan for the future 2012 - 2016

The City of Melville Plan for the Future draws on the approach and outcomes of the Long Term Community Plan to direct 'what the City does' to improve the quality of life enjoyed by citizens, address the community's aspirations and improve the operating efficiencies of the business of local government.

The City of Melville provides over 200 products and services to its community and prides itself on quality leadership and commitment to working in partnership with stakeholders who share a vision of working together to achieve community wellbeing for today and tomorrow.'

The five key goals of the Plan for the future are:



### 3.2.1 A City for people

#### Strategy: Contribute to a healthy and active community

##### Key informing Documents

##### City of Melville documents:

- *Public Health and Wellbeing Plan and Policy*
- *Physical Activity Policy*
- *Neighbourhood Development Policy*
- *Bike Plan*

##### State Government documents:

- *WA Bicycle Network Plan 2012-2021*
- *Western Australian Sport and Recreation Industry Strategic Direction 2011-2015*
- *Active Living for All: A Framework for Physical Activity in Western Australia 2012-2016*

##### Key Actions:

- Progress long term strategic planning for community facilities infrastructure (indoor and outdoor recreation facilities, passive recreation open space, libraries and museums, and general community facilities) which includes focus strengthening community hubs.

#### Strategy: Contribute to a safe and secure community

##### Key informing Documents:

- *Community Safety and Crime Prevention Plan*
- *Crime Prevention through Environmental Design of Buildings Policy*
- *Graffiti Management Plan*
- *Local Emergency Management Plan*

##### Key Actions:

- Ensure urban environments and developments provide a sense of safety and security:  
and
- Activating commercial and public places to foster and promote vibrancy and amenity.





Strategy: Contribute to a vibrant and connected community

Key informing Documents:

- *Directions from Young People 2010-2013*
- *Directions from Seniors (Age Friendly Strategy) 2010-2012*
- *Disability Access and Inclusion Plan and Policy (DAIP)*
- *The four Neighbourhood Plans (North East, North West, South East and South West)*
- *Future Plan for Libraries, Museums and Local History*
- *Melville to 2050: Intergenerational Report*
- *Cultural Vitality Plan*
- *Reconciliation Action Plan*
- *Volunteer Management Plan*
- *Local Housing Strategy*

Key Actions:

- Progress integrated place planning for Canning Bridge, Murdoch Activity Centre, Riseley Centre, Willagee and Booragoon Activity Centre (Garden City and surrounds).

Strategy: Activating commercial and public places to foster and promote vibrancy and amenity

Key informing Documents:

- *Neighbourhood Development Policy*
- *Municipal Heritage Inventory*
- *Reserves and Public Open Space Strategy*
- *Streetscape Strategy*

Key Actions:

- Progress long term strategic planning for community facilities infrastructure (indoor and outdoor recreation facilities, passive recreation open space, libraries and museums, and general community facilities) which includes focus on strengthening community hubs.
- Develop an Infrastructure Strategy to prioritise future infrastructure requirements and development opportunities.
- Finalise Local Commercial and Activity Centre Strategy.



- Finalise Local Parking Strategy.
- Progress integrated place planning for Canning Bridge, Murdoch Activity Centre, Riseley Centre, Willagee and Booragoon Activity Centre (Garden City and surrounds).
- Review and implement the Public Open Space Strategy.
- Implement the Streetscape Strategy to ensure the preservation and enhancement of the streetscape environment and maintain a high level of natural amenity.
- Develop and implement a Commercial Centres Streetscape Strategy to enhance the natural amenity and provide attractive setting that encourages economic development.
- Develop acquired public open space (including Mount Pleasant and Carawatha) to ensure residents have access to quality public open space that promotes physical activity and quality of life

### 3.2.2 Economic prosperity:

Strategy: Promote economic development, business growth and skilled employment opportunities

Key informing Documents

City of Melville documents:

- *Community Planning Schemes*
- *Local Planning Strategy*
- *Melville to 2050: Intergenerational Local Government*

State Government documents:

- *Directions 2031 and beyond*
- *SPP4.2 Activity Centres Policy*
- *Economic and Employment Land Strategy*

Federal Government document:

- *Jandakot Airport Master Plan*

Key Actions:

- Finalisation of the draft Local Planning Strategy and Local Planning Scheme 6 to



provide clear long term strategic direction in land use planning in response to demographic trends and State Government planning policy.

- Structure planning for activity centres and redevelopment areas including:
  - Canning Bridge Activity Centre;
  - Murdoch Activity Centre;
  - Willagee Redevelopment Area;
  - Riseley Activity Centre;
  - Booragoon Activity Centre (Garden City and surrounds); and
  - Bull Creek Activity Centre
- Enhance community amenity, create vibrancy, manage growth and minimise rate increases.
- Prepare a Local Economic Development Strategy to facilitate investment and diversify business growth.

Strategy: Facilitate vibrant and diverse commercial and activity centres

Key informing Documents

City of Melville documents:

- *Local Commercial Strategy and Centre Plans*
- *Riseley Centre Plans and vision*
- *Melville City Centre Plan*
- *Neighbourhood Development Policy*

Joint State and City of Melville documents:

- *Canning Bridge Precinct Vision*
- *Murdoch Activity Centre Structure Plan*

State Government documents:

- *Moving Freight and Moving People*
- *SPP4.2 Activity Centres Policy*
- *Economic and Employment Land Strategy*
- *Outline development plans and design guidelines*

Key Actions:

- a Local Economic Development Strategy to facilitate investment and diversify business growth and maximise opportunities with the National Broadband Network (NBN);



- Review of the City's Commercial Centres Strategy with a view to promoting diversified business mix and synergies;
- Finalise Local Parking Strategy to preserve amenity and to ensure sustainability of commercial centres;
- Develop a Local Housing Strategy to promote diversification and affordability of housing stock in the appropriate areas and retain amenity;
- Prepare a developer contribution policy linked to the Community Planning Scheme 5 / Local Planning Scheme 6 to equitably distribute the cost of providing infrastructure;
- Develop an Integrated Transport and Land Use Plan, including transport linkages between activity centres;
- Review the City's approach to place-making to provide vibrancy and high amenity at the local level.

### **3.2.3 Environmental responsibility:**

Strategy: Promote and develop a liveable and sustainable urban environment

Key Informing Documents

City of Melville documents:

- *Local Planning Strategy*
- *Local Planning Scheme*
- *Reserves and Public Open Space Strategy*
- *Sustainable Living Manual*
- *Sustainable Residential Design Policy and Guidelines*
- *Streetscape Strategy*

State Government documents:

- *Building Code of Australia Energy Efficiency Provisions*
- *Directions 2031 and beyond*
- *Moving Freight and Moving People*
- *Public Transport for Perth 2031*
- *WA Bicycle Network Plan 2012-2021*

Key Actions:

- Manage population growth impacts by considering the options for increasing residential density at transit oriented development nodes, activity centres and along major public transport corridors;



- Review and implement the Reserves and Public Spaces Strategy to reduce impacts on the Long Term Financial Plan;
- Develop an integrated people movement and transport strategy, including light rail, to encourage alternative transport options, minimise congestion and energy use and maximise efficient movement of people;
- Finalisation of the draft Local Planning Strategy and Local Planning Scheme 6 to provide clear long term strategic direction in land use and transport planning in response to demographic trends and State Government planning policy;
- Continue to invest in existing infrastructure assets to minimise whole of life costs;
- Investigate the application of an Environmental Levy, developer contributions and environmental offsets;
- Implement the Streetscape Strategy to ensure the preservation and enhancement of the streetscape environment and maintain a high level of natural amenity with a view to progressively increase annually the number of street trees allocated to residents to increase the City's green canopy;
- Seek State and Federal funding to mitigate the impacts of growth through enhanced transport infrastructure.

Strategy: Adapt to Climate change

Key Informing Documents

City of Melville documents:

- *Climate Change Adaptation Plan*

Key Actions:

- Ensure Local Planning Scheme provides for ground floor levels for new developments that are suitable for climate change scenarios

**3.2.4 Business Excellence and Lead by Example:**

Strategy: Visible leadership throughout the community

Key informing Documents

City of Melville documents:

- *Neighbourhood Development Policy*
- *Melville to 2050: Intergenerational Local Government;*
- *Community and Business Perceptions Surveys*
- *Wellbeing survey*

State Government document:



- *Directions 2031 and beyond*

#### Key Actions

- Finalise and implement Local Planning Scheme 6, the Local Planning Strategy and Strategic Development Area Plans for Canning Bridge, Murdoch Activity Centre, Willagee, Riseley Centre, Booragoon Activity Centre (Garden City and surrounds) and Bull Creek, to guide City development.
- Plan and create alignment between the business sector and residential sector so activity centres develop into vibrant neighbourhoods. ensuring employment self-sufficiency (local jobs for local people) via Local Planning Scheme 6, activity centre developments and the activation of commercial centres to reduce local traffic congestion.
- Ensuring employment self-sufficiency (local jobs for local people) via Local Planning Scheme 6, activity centre developments and the activation of commercial centres to reduce local traffic congestion
- Lobby government using cost-benefit analysis of Murdoch Activity Centre and Light Rail Study to emphasise the need to improve the public transport network and reduce congestion.
- Illustrate the vision for the City to engage and inform stakeholders on the plans for the City's future.

#### Strategy: Lead the industry through excellence in stewardship

#### Key Informing Documents

Many long term State and Federal Government concepts, plans and strategies such as:

- *Australia to 2050*
- *Perth 3.5 Million People*
- *Directions 2031 and beyond*
- *Energy 2031*
- *Public Transport in Perth 2031*

#### Key Actions:

- Develop guiding principles of the desired future for the City to engage and inform stakeholders on the key priorities to retain community wellbeing;
- Work in partnership with other spheres of government and the private sector to seek opportunities to eliminate duplication of services with a view to reducing costs to citizens;
- Promote higher employment self sufficiency through greater diversity in housing



choice to ensure a sustainable population mix; and

- Ensure robust planning for future infrastructure and a high quality natural environment to enhance the quality of life and well being of residents and visitors to the City.

### **3.3 Local planning policies.**

The following local planning policies were referred to in preparation of the Local Planning Strategy. City of Melville Policies are reviewed on a rotational basis at least every two years.

#### *CP-002 – Stakeholder Engagement Policy (Nov 2015)*

Policy objectives: To ensure City of Melville residents and all other relevant stakeholders are provided a fair and meaningful opportunity to participate and contribute to problem solving, planning and decisions made by the Council and its staff. Effective stakeholder engagement provides the basis for productive relationships, improved dialogue and deliberation, and ultimately, better democracy.

#### *CP-028 – Physical Activity (Nov 2015)*

Policy objectives: to increase opportunities for physical activity; leading to the improved health and wellbeing of the community.

#### *CP-029 - Street Tree Policy (Nov 2015)*

Policy objective: To provide guidance and direction in the maintenance and management of the City's street trees.

#### *CP-30 – Environmental Policy (Nov 2015)*

Policy objective: To provide guidance and direction for the City to minimise our impact on the environment and include climate change considerations in decision making.

#### *CP-033 – Path Policy (Nov 2015)*

Policy objective: To provide guidance and direction to the City in the provision, renewal and maintenance of path and vehicle crossing assets.

#### *CP-035 - School Parking Policy (Nov 2015)*

Policy objectives: To provide guidance and direction to the City in the orderly provision of new on-street car parking infrastructure within the road reserve, around schools, on a shared cost basis.



CP-037 – Neighbourhood Development –Community Hub Policy (Nov 2015)

Policy objectives: To ensure a consistent approach to Neighbourhood Development to gain the greatest community benefit through the facilitation or provision of:

- appropriately located community facilities owned by the City;
- facilities consolidated into identified community hubs – which aim to provide:
  - effective and efficient service coordination and delivery;
  - place making;
  - community building;
  - a localised approach to the delivery of services; and
  - a financially sustainable community asset.
- Provision of services to support and develop community groups.

*CP-040 - Public Health and Wellbeing Policy (Nov 2015)*

Policy objectives: To enhance the health, wellbeing and quality of life for the City of Melville community.

*CP-045 - Exhibition display homes (Aug 2015)*

Policy objectives: To address specific standards and controls for the development of exhibition/display homes.

*CP-049 - Child Minding Centres and Family Day Care (Aug 2015)*

Policy objectives: to provide for the establishment of child minding centres and family day care premises within the City of Melville, whilst ensuring that their location, siting and design is compatible with, and avoids significant adverse amenity impacts.

*CP-050 - Bed and Breakfast Accommodation (Nov 2014)*

Policy objectives: To facilitate the development of appropriately located bed and breakfast accommodation within the City in the interests of residential amenity.

*CP-051 - Temporary Structures (Apr 2014)*

Policy objectives: To allow the use of temporary structures for construction and storage purposes where they are located so to minimise the amenity and safety impacts upon adjoining properties and the surrounding area..





*CP-053 - Market Uses (May 2014)*

Policy objectives: To allow the operation of appropriately located and high quality markets within the City; and to ensure that there is no detrimental impact upon the amenity of surrounding properties resulting from the operation of markets.

*CP-056 Planning Process and Decision Making. (Nov 2014)*

Planning objectives: To promote a consistent approach by the City in the assessment and public advertising of development applications.

To facilitate community input into the decision making process.

To provide information to both applicants and submitters regarding the planning application assessment process.

*CP-058 Flood and Security Lighting (Aug 2014)*

Policy objectives: To control the impacts of outdoor flood and security lighting on the amenity of the adjoining properties and the surrounding area.

*CP-059 Home Occupation Relative to Sexual Services Business Policy (Mar 2014)*

Policy objectives: This Policy is prepared to assist in the determination of applications for Home Occupation or Home Business approval relative to Sexual Services Businesses. The key objective is the protection of the City's residential environment by prohibiting the establishment of Sexual Services businesses within residential properties.

*CP-060 Pulo Road Subdivision Development Standards (Mar 2014)*

Policy objectives: To provide alternative standards of development on Pt Lot 28 Pulo Road (now known as odd numbers between: 37-45 Pulo Road, 1-15 Spinaway Crescent and 17-47 Moonlight Cove), Brentwood.

*CP-061 Tennis Courts (Apr 2014)*

Policy objectives: To control the impacts of tennis court developments in or adjacent to residential areas



*CP-064 Telecommunications Facilities and Communications Equipment (Mar 2014)*

Policy objectives:

- To promote the orderly and proper development of land by outlining suitable provisions relating to the location and design of telecommunications facilities and communications equipment that are not classified within legislation as low-impact facilities.
- To provide development standards to address the visual amenity impacts relating to the location of telecommunications facilities and communications equipment; and
- to provide additional acceptable development provisions for the assessment of proposals for the installation of communications equipment to residential properties, as governed by the provisions of the Residential Design Codes of Western Australia.

*CP-065 Crime Prevention through Environmental Design of Buildings (Mar 2014)*

Policy objectives:

- To reduce the potential for crime and anti-social behaviour to occur within the City of Melville through well designed buildings and places;
- to raise awareness of key community safety, security and crime prevention issues, designing out crime principles and solutions; and
- to ensure that planning for development and redevelopment activity within the City of Melville takes into consideration Designing out Crime principles.

*CP-066 Height of Buildings (Apr 2014)*

Policy objectives: To provide guidance regarding the interpretation and application of building height controls throughout the City, in order to ensure that the height of buildings is consistent with the desired character of the locality, in the interests of residential and visual amenity.



*CP-067 Amenity Policy (May 2014)*

Policy objectives:

- To ensure that when new development is proposed, due consideration is given to the preservation of reasonable amenity for occupiers of adjoining properties and the surrounding area;
- To provide guidance in the consideration of amenity impacts arising from proposals seeking assessment under the Design principles of the Residential Design Codes (R-Codes).

*CP-069 Architectural and Urban Design Advisory Panel (Apr 2014)*

Policy objectives: To detail the administration of the City of Melville Architectural and Urban Design advisory panel.

*CP-070 Heathcote Heritage Precinct Signage Strategy (Mar 2014)*

Policy objectives:

- To provide guidance for a hierarchy of sign systems that may be considered for the Heathcote Heritage Precinct;
- To implement a series of signs to guide the visitor, providing them with information and direction using minimal signage placed in strategic locations and
- To present a coherent and standardised package of signage measures using a palette of materials, finishes, detailing, sign types and placements to create a familiar user experience.

*CP-071 Reynolds Road Community Centre (Mar 2014)*

Policy objectives: To prescribe additional development requirements for the Reynolds Road Community Centre which are not addressed by other Council policies.



*CP-075 Canning Highway Precinct Design Guidelines (Sep 2013)*

Policy objectives:

- To provide design guidelines for development within the Canning Highway precinct acknowledging the location of the precinct adjacent to a regional road;
- To ensure development within the precinct is to a high standard, consistent with the surrounding area, and makes a positive contribution to the streetscape; and
- To manage the potentially competing demands associated with non-residential and residential development.

*CP-076 Community Concept Plan (Mar 2014)*

Policy objectives: To outline a vision for the land use and development of the district

*CP-077 Chemists in Medical Centres (Mar 2014)*

Policy objectives: To guide the approval and operation of chemists located within and ancillary to medical centre land uses within the Service Commercial, Mixed Use zones of the City of Melville and to ensure that the character and amenity of these precincts is not prejudiced by the existence of retail chemist uses within them.

*CP-078 Residential Development Policy (Nov 2013)*

Policy objectives:

- To enhance the character and amenity of existing residential areas;
- To promote a high standard of residential development;
- To ensure new residential development makes a positive contribution towards attractive streetscapes;
- To allow for innovative residential design providing the development is compatible with the streetscape;
- To accommodate increasing residential density without compromising streetscape character;
- To ensure that residential environments are safe and secure for owners, occupiers, and the wider community; and to safeguard, protect and enhance the levels of residential amenity enjoyed by existing and future owners and occupiers of residential property.



*CP-079 Car Parking and Access Policy (Aug 2014)*

Policy objectives:

- To facilitate the development of adequate, safe and convenient parking facilities that meet the needs of users.
- To ensure that development proposals incorporate an appropriate level of parking.
- To ensure safe, convenient, and efficient access for pedestrians, cyclists and motorists.
- To promote alternative transport modes by incorporating flexibility to reduce parking requirements where alternative transport options exist.
- To enable the payment of a financial contribution in lieu of actual parking provision for non- residential developments and to provide guidelines to ensure that the calculation of cash-in-lieu is applied in a consistent and transparent manner.
- To promote 'shared' or publicly available parking in preference to exclusive, single user parking for non-residential developments..

*CP-080 Energy Efficiency in Building Design (Mar 2014)*

Policy objectives: To encourage the incorporation of environmentally sustainable and energy efficient design principles as standard practice in the development of buildings.

*CP-081 RAAFA Masterplan (Mar 2014)*

*CP-082 - Design Guidelines for Development of Lot 100 (109) North Lake Road and Lot 9 (241) Leach Highway Willagee (Mar 2014)*

Policy objectives:

- to protect and enhance the amenity of existing and future residents;
- encourage mixed-use development;
- provide for safe and efficient access to and egress from the site for vehicles, cars and pedestrians;
- promote best practice urban design that contributes positively to the streetscape and public domain and support environmentally sustainable design and crime prevention through environmental design principles.



*CP-085 Provision of Public Art in Development Proposals Policy (Aug 2014)*

Policy objectives:

- To contribute to a sense of place through the provision of public art which provides and interpretation and expression of the local area's natural, physical, cultural and social values;
- To enhance public enjoyment and understanding of places through the integration of art into developments;
- To add to the appearance, vibrancy, character and amenity of developments and their surrounding environment;
- To create local landmarks.
- To provide increased public exposure to, and understanding of, public art.

*CP-086: Verge Treatment Policy (Nov 2015)*

Policy Objective - To enhance, maintain the visual amenity and safety of street verges throughout the City of Melville.

*CP-087 Non Residential Development (Sep 2014)*

Policy objectives:

- To promote high quality architectural form to maintain and enhance the visual character of the City;
- To ensure new buildings are designed to be of human scale to facilitate effective movement and interaction between building and street;
- To ensure building frontages at the street level assist in the creation of safe built environments through use of internal and external lighting, encouraging visual interest and ensuring passive surveillance;
- To ensure that all buildings make a positive contribution to the streetscape, assisting in the maintenance and creation of safe, secure and attractive places.



## **4 Local profile**

### **4.1 Physical features, climate, natural heritage and natural resource management.**

The City of Melville is located in Perth's southwest, around 8 kilometres from the Perth GPO. It is bounded in the north by the Swan River, in the east by the Canning River and the City of Canning, in the south by the City of Cockburn, and in the west by the City of Fremantle and the Town of East Fremantle.

The City of Melville is a predominantly residential area, with some industrial and commercial land uses. The City encompasses a total land area of about 52 square kilometres, including around 18 kilometres of river foreshore and has a population density of approximately 18.34 people per hectare.

The City of Melville includes the suburbs of Alfred Cove, Applecross, Ardross, Attadale, Bateman, Bicton, Booragoon, Brentwood, Bull Creek, Kardinya, Leeming, Melville, Mount Pleasant, Murdoch, Myaree, Palmyra, Willagee and Winthrop.

Melville Water was named by Captain James Stirling in 1827, although settlement was minimal until the 1890s, due largely to isolation and the limitations presented by the swampy foreshore. Growth was gradual from the late 1800s to the early 1900s, reaching a population of about 2,000 in 1913. Significant development occurred in the post-war years, particularly from the 1950s. A major land reclamation project along the Swan River foreshore aided growth in the 1960s, and by 1968 the population of the City was 52,000.

The population continued to increase in the 1970s and 1980s, from 57,000 in 1976, to 72,000 in 1986. The population increased at a slower rate during the 1990s, from nearly 85,000 in 1991 to over 90,000 in 2001. The population was relatively stable from 2001, rising marginally to over 91,000 in 2006. From 2006 the population has continued to grow steadily with the Census population of the City of Melville in 2011 being 95,700, living in 40,111 dwellings with an average household size of 2.5.

Major features of the City include Murdoch University, Challenger TAFE (Heathcote and Murdoch Campuses), Garden City Shopping Centre, Melville Glades Golf Course, Point Walter Golf Course, Wireless Hill Park, Piney Lakes Reserve and several other bushland areas and reserves, especially along the foreshores.

The resident population of the City of Melville has great diversity in ethnic background, income level and educational qualification. For this reason, the City of Melville strives, through the current Planning Scheme, to provide a balanced mix of housing choice and opportunities for business (small and large) to thrive.



In an environmental capacity, the City of Melville has over 210 parks and reserves comprising 600 hectares of public open space and 300 hectares of bushland. Significant environmental sites include Blackwall Reach Reserve, the marine parks at Point Walter and Pelican Cove, river foreshore rehabilitation sites along Burke Drive and at Bull Creek, Piney Lakes, Booragoon Lake and Blue Gum Lake.

Educational resources include significant tertiary facilities (5 facilities including Murdoch University), Challenger TAFE (Murdoch Campus including the WA Horticulture and Environmental Science Skills Centre and WA Centre for Leadership and Community Development and Heathcote Centre for Adult Education) and 11 secondary schools and 25 primary schools.

In an operational capacity, the City of Melville provides an extensive range of products and services (over 200) to its community that include cultural and community programs for youth, seniors and multicultural groups; a wide range of recreational opportunities both passive and active; acts as a vehicle for knowledge and information allowing the community to take part in business and personal development opportunities; provides effective transport infrastructure and promotes alternative transport modes amongst many other functions and services.

#### **4.2 Water management**

The City has an established infrastructure network relating to water, drainage and sewer. All areas of the City are serviced by Water authority mains supply and are connected to deep sewer. There is capacity for moderate increases in density along transport corridors however more detailed investigation will need to be undertaken as part of the structure planning process.

Public acceptance of the need to conserve water has encouraged the increased personal uptake of water sensitive urban design. The Local Planning Scheme should encourage further integration of water sensitive design into all developments both private and commercial. More innovative approaches to recycling of water on site should be encouraged through policy and design guidelines.

Water licenses for many reserves and open spaces are currently close to capacity. A review of the use and purpose of parkland is being undertaken to provide a more efficient use of the water that is available. The application of water sensitive design to Reserves and public places is also a key objective of the City of Melville in respect to renovating current reserves and designing new reserves.





### 4.3 Population and housing, including official forecasts

The City of Melville has embraced the suggested targets as proposed in *Directions 2031 and beyond* to increase our dwelling stock by at least 11,000 new dwellings by 2031. To achieve this target it is proposed to concentrate initially on increasing the intensity in and around activity centres, public transport nodes and along transport corridors. This will allow better use of public transport, improve the self sufficiency and pedestrian environment of the activity centres and reduce the demand on the private motor vehicle.

In order to better understand the impact of this scenario it is important to consider the current demographics and distribution within the City.

#### 4.3.1 Melville community snapshot - 'who we are'

The estimated resident population of the City of Melville on 30 June 2011 was 101,649. (The census count was 95,700)

The following statistics provide an overview of the City of Melville resident population between the 2006 and 2011 Census years as compared with the Perth Statistical Division.

For the purpose of the overview, census details are provided on

- population number;
- age structure;
- where the population was born;
- weekly income;
- education qualifications;
- occupations; and
- household and family structure.

The tables below provide a summary overview and more detailed data is provided thereafter.



## 4.3.2 Population

### Estimated Resident Population (ERP)

City of Melville			
Year (ending June 30)	Number	Change in number	Change in percent
2003	97,002		
2004	96,776	-226	-0.23
2005	96,699	-77	-0.08
2006	96,778	+79	+0.08
2007	97,911	+1,133	+1.17
2008	98,607	+696	+0.71
2009	99,882	+1,275	+1.29
2010	100,764	+882	+0.88
2011	102,135	+1,371	+1.36
2012	104,393	+2,258	+2.21
2013	106,371	+1,978	+1.89
2014	107,239	+868	+0.82

Source: Australian Bureau of Statistics, Regional Population Growth, Australia (3218.0).  
Compiled and presented in profile.id by [.id \(opens a new window\)](#), the population experts.



In 2011, the City of Melville had an estimated resident population of 102,135. This indicates an increase of 5357 people or 5.5% since the 2006 Census. There was a period of small increases between 2001 and 2003 and a small decrease in 2004. Since then there has been a steady period of increases in population although only small. 2014 saw an estimated resident population of 107,239. This is an increase of 5104 from the 2011 Census which is only a 5% increase from 2011.

There has been a slight increase in the percentage of males in the population, though this is still less than the metropolitan percentage and a slight drop in the percentage of Australian Citizens.

### Population

City of Melville	2011			2006			Change 2006 to 2011
	Number	%	Greater Perth	Number	%	Greater Perth	
Population (excluding O/S visitors)	95,700	100.0	100.0	92,750	100.0	100.0	+2,950
Males	46,060	48.1	49.6	44,143	47.6	49.4	+1,917
Females	49,640	51.9	50.4	48,606	52.4	50.6	+1,033
Australian citizens	79,595	83.2	80.0	77,962	84.1	82.8	+1,632
Eligible Voters (citizens aged 18+)	62,119	64.9	60.6	60,134	64.8	62.3	+1,984

Source: Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011.  
Compiled and presented by .id, the population experts. (Usual residence data)



### 4.3.3 Age structure

The Age Structure of the population is an indicator of an area's residential role and function and how it is likely to change in the future. The age structure of the City of Melville population is generally indicative of an area's era of settlement and provides key insights into the level of demand for services and facilities (as most services and facilities are age-specific).

#### Age structure - service age groups

City of Melville Service age group (years)	2011			2006		Change	
	Number	%	Greater Perth %	Number	%	Greater Perth %	2006 to 2011
Babies and pre-schoolers (0 to 4)	4,925	5.1	6.6	4,517	4.9	6.1	+407
Primary schoolers (5 to 11)	7,580	7.9	8.7	7,675	8.3	9.1	-96
Secondary schoolers (12 to 17)	7,875	8.2	7.9	8,504	9.2	8.6	-629
Tertiary education & independence (18 to 24)	10,204	10.7	10.2	10,184	11.0	10.3	+20
Young workforce (25 to 34)	10,610	11.1	14.7	9,380	10.1	13.4	+1,229
Parents and homebuilders (35 to 49)	19,494	20.4	21.6	19,994	21.6	22.4	-501
Older workers & pre-retirees (50 to 59)	13,813	14.4	12.4	13,523	14.6	13.1	+290
Empty nesters and retirees (60 to 69)	9,974	10.4	9.2	8,224	8.9	8.2	+1,750
Seniors (70 to 84)	8,683	9.1	7.0	8,738	9.4	7.3	-55
Frail aged (85 and over)	2,542	2.7	1.6	1,999	2.2	1.5	+542
<b>Total population</b>	<b>95,700</b>	<b>100.0</b>	<b>100.0</b>	<b>92,743</b>	<b>100.0</b>	<b>100.0</b>	<b>+2,957</b>

Analysis of the age structure of the City of Melville in 2011 compared to the greater Perth area shows that there was a smaller proportion of people in the younger age groups representing preschool and primary school children. Although the figures for Secondary schoolers reflect the catchment for several sought after high schools, there has been a decrease in numbers since 2006. The story is similar for 18 – 24 year olds however this number has remained fairly constant between the two census years.

A noticeable change is the large increase in the young workforce. Although the percentage of the population is still considerably smaller than the greater Perth region, the significant increase is noticeable. Whether this relates to children staying at home longer or young people buying or renting in the area needs to be investigated further.



The increase is a good counter though to the larger increase in empty nesters and retirees. The proportion of population over the age of 60 continues to be higher than the percentage in the greater Perth area.

#### Ancestry - ranked by size

City of Melville Ancestry	2011			2006			Change 2006 to 2011
	Number	%	Greater Perth	Number	%	Greater Perth	
English	34,572	36.1	37.6	32,469	35.0	37.3	+2,102
Australian	28,940	30.2	30.1	31,391	33.8	33.6	-2,452
Chinese	8,946	9.3	4.2	8,260	8.9	3.6	+686
Scottish	8,679	9.1	8.3	7,812	8.4	7.9	+866
Irish	8,592	9.0	8.3	7,592	8.2	8.0	+1,000
Italian	5,888	6.2	5.4	5,556	6.0	5.7	+331
German	2,574	2.7	2.7	2,304	2.5	2.7	+269
Indian	2,190	2.3	2.2	1,633	1.8	1.4	+557
Dutch	1,726	1.8	2.1	1,656	1.8	2.1	+69
South African	1,244	1.3	1.3	991	1.1	0.9	+252

#### 4.3.4 Where we were born

Country of Birth data identifies where City of Melville residents were born and is indicative of the level of cultural diversity in the area. The mix of Country of Birth groups is also indicative of historical settlement patterns (although this is impacted by the redevelopment opportunities and value of land in the area).



#### Birthplace - ranked by size

City of Melville Country of birth	2011			2006			Change 2006 to 2011
	Number	%	Greater Perth	Number	%	Greater Perth	
United Kingdom	8,925	9.5	11.4	8,822	9.7	11.8	+103
Malaysia	3,026	3.2	1.4	2,735	3.0	1.3	+291
New Zealand	1,866	2.0	3.0	1,582	1.7	2.3	+283
South Africa	1,676	1.8	1.8	1,304	1.4	1.3	+371
Singapore	1,575	1.7	0.8	1,590	1.7	0.8	-15
Indonesia	1,555	1.7	0.5	1,645	1.8	0.5	-91
India	1,422	1.5	1.6	1,016	1.1	1.0	+405
China	1,075	1.1	0.9	826	0.9	0.5	+248
Italy	910	1.0	1.0	926	1.0	1.3	-17
Hong Kong	596	0.6	0.3	594	0.7	0.3	+1

Source: Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011. Compiled and presented by .id, the population experts. Excludes ancestries with fewer than 20 responses, or less than 0.1% of the total population. (Usual residence data).

Analysis of the country of birth of the population in the City of Melville in 2011 compared to the Perth Statistical Division shows that there was a similar proportion of people born overseas but a larger proportion of people from a non-English speaking background.



Overall, 31.8% of the population was born overseas, and 17.6% were from a non-English speaking background, compared with 31.6% and 14.5% respectively for the Perth Statistical Division.

The dominant non-English speaking country of birth in the City of Melville was Malaysia, where 3.2% of the population, or 3026 people, were born.

Those with Chinese ancestry were the largest grouping outside of English and Australian.

#### 4.3.5 Weekly Individual Income 2006 (by quartiles)

Individual income groups are not comparable over time because of the influences of economic change such as wage level fluctuations and inflation. The income quartile method has been adopted as the most objective method of comparing change in the income profile of a community over time. The income quartile method assumes an even distribution within each income group. Quartiles are calculated from the 2011 Census data for Western Australia.

##### Quartile group dollar ranges (Individuals)

Calculated from income data for Western Australia	Weekly income by Census year		
	2011	2006	2001
<b>Individual quartile ranges</b>			
Lowest group	\$0 to \$284	\$0 to \$219	\$0 to \$178
Medium lowest	\$285 to \$661	\$220 to \$500	\$179 to \$374
Medium highest	\$662 to \$1,271	\$501 to \$941	\$375 to \$692
Highest group	\$1,272 and over	\$942 and over	\$693 and over

##### Individual income quartiles

City of Melville	2011			2006		Change	
	Number	%	Greater Perth	Number	%	Greater Perth	2006 to 2011
Lowest group	19,173	25.6	25.1	18,153	25.6	24.9	+1,021
Medium lowest	17,186	23.0	24.5	15,952	22.5	24.6	+1,234
Medium highest	16,904	22.6	25.4	15,898	22.4	25.1	+1,006
Highest group	21,573	28.8	24.9	20,966	29.5	25.4	+606
<b>Total persons aged 15+</b>	<b>74,838</b>	<b>100.0</b>	<b>100.0</b>	<b>70,970</b>	<b>100.0</b>	<b>100.0</b>	<b>+3,867</b>

Source: Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011. Compiled and presented by .id, the population experts. (Usual residence data)



The individual income quartiles show that there is a higher representation of the highest group than in the greater Perth area and lower representation in the middle quartile group range.



### 4.3.6 Qualifications of the population

Educational qualifications are one of the most important indicators of socio-economic status. With other data sources, such as income and occupation, educational qualifications help to evaluate the economic opportunities and socio-economic status of the City of Melville. Level of educational qualifications in a population relate to a number of factors including:

- the age of the population (e.g. older people tend to have more vocational qualifications, while people in their twenties and thirties are more likely to have a university degree);
- the professional or working ambitions of people (to seek education as youth or retraining as adults); and
- the opportunities afforded to people to continue studying beyond compulsory schooling.

Analysis of qualifications of the population in the City of Melville in 2006 compared to the Perth Statistical Division shows that there was a larger proportion of people holding formal qualifications (Bachelor or higher degree; Advanced Diploma or Diploma; or vocational qualifications) and a smaller proportion of people with no formal qualifications. These trends continued through 2011 with an increase in the population with degrees or diplomas.

#### Highest qualification achieved

City of Melville - Total persons (Usual residence)	2011			2006			Change 2006 to 2011
	Number	%	Greater Perth %	Number	%	Greater Perth %	
Bachelor or Higher degree	23,005	28.9	19.6	18,338	24.0	16.1	+4,667
Advanced Diploma or Diploma	8,136	10.2	8.6	7,538	9.9	7.9	+598
Vocational	11,054	13.9	18.6	10,421	13.6	17.1	+633
No qualification	30,004	37.7	42.3	31,138	40.7	45.5	-1,134
Not stated	7,306	9.2	10.9	9,038	11.8	13.4	-1,732
<b>Total persons aged 15+</b>	<b>79,505</b>	<b>100.0</b>	<b>100.0</b>	<b>76,473</b>	<b>100.0</b>	<b>100.0</b>	<b>+3,032</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2006 and 2011.  
Compiled and presented by [.id](#), the population experts. (Usual residence data)



Overall, 53% of the population held educational qualifications, and 37.7% had no qualifications, compared with 46.8% and 42.3% respectively for the Perth Statistical Division.

The major differences between the qualifications held by the population in the City of Melville and the Perth Statistical Division were:

- A larger percentage of people with Bachelor or Higher degrees (28.9% compared to 19.6%), and
- A smaller percentage of people with no qualifications (47.7% compared to 42.3%).

The largest changes in the qualifications of the population in the City of Melville between 2006 and 2011 were in those with:

- Bachelor or higher degrees (+4667 persons); and
- no qualifications (-1732 persons).

#### **4.3.7 Occupations of the population**

The Occupation data identifies the occupations in which the residents of the City of Melville work (this may be within the residing area or elsewhere). The occupational structure of the work force is an important indicator of the characteristics of the labour force. With other indicators, such as educational qualifications and income, occupation is a key component of evaluating the socio-economic status and skill base of an area. The occupations held by a workforce are linked to a range of factors including:

- the economic base and employment opportunities available in the area;
- the educational qualification levels of the population; and
- the working and social aspirations of the population.

An analysis of the occupations held by the resident population in the City of Melville shows the three most popular occupations were consistent between census years.

- Professionals -12,800 (2006) / 14,400 (2011);
- Clerical and Administrative Workers -7,274 (2006) / 7731 (2011); and
- Managers 6,475 (2006) / 6919 (2011)



### Occupation of employment

City of Melville - Total persons (Usual residence)	2011			2006			Chang e  2006 to 2011
	Number	%	Greater Perth %	Number	%	Greater Perth %	
Managers	6,919	14.3	11.4	6,476	14.1	11.2	+443
Professionals	14,400	29.8	21.7	12,800	28.0	20.3	+1,600
Technicians and Trades Workers	5,655	11.7	16.1	5,481	12.0	16.1	+174
Community and Personal Service Workers	4,319	8.9	9.7	3,763	8.2	9.1	+556
Clerical and Administrative Workers	7,731	16.0	15.3	7,275	15.9	15.6	+456
Sales Workers	4,356	9.0	9.0	4,795	10.5	9.9	-439
Machinery Operators And Drivers	1,526	3.2	6.6	1,502	3.3	6.5	+24
Labourers	2,792	5.8	8.8	3,033	6.6	9.9	-241
Inadequately described	679	1.4	1.4	642	1.4	1.5	+37
<b>Total employed persons aged 15+</b>	<b>48,377</b>	<b>100</b>	<b>100</b>	<b>45,767</b>	<b>100</b>	<b>100</b>	<b>+2,610</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2006 and 2011. Compiled and presented by [.id](#), the population experts. (Usual residence data)



In combination these three occupations accounted for 29,050 people in total or 60% of the employed resident population. These occupations account for 48.4% within the Perth Statistical Division in comparison.

The growing disparity between the greater Perth and City of Melville percentages is reflected in the following figures:

- A larger percentage of persons employed as professionals (29.8% compared to 21.7%);
- A smaller percentage of persons employed as Technicians and Trade Workers (11.7% compared to 16.1%);
- A smaller percentage persons employed as labourers (5.8% compared to 8.8%); and
- A smaller percentage of persons employed as Machinery Operators and Drivers (3.2% compared to 6.6%).





#### 4.3.8 Household and family structure of the population

The household and family structure of the population is an indicator of an area's residential role and function (relating to the types of housing markets attracted to the area). It provides a pointer to the target for diversity of housing providing a choice suited to catering for the types of households now and forecast for the future. This information should be viewed with the type of dwelling information to gain a better understanding of the comparisons between household type and dwelling type.

It can also be indicative of the area's era of settlement and provides key insights into the level of demand for services and facilities (as most services and facilities are age- and household type-specific).

To get a more complete picture of the demographic characteristics of an area, the household and family type data should be viewed in conjunction with age structure data.

<b>Household types</b>							
<b>City of Melville</b>	<b>2011</b>			<b>2006</b>			<b>Change</b>
<b>Households by type</b>	<b>Number</b>	<b>%</b>	<b>Greater Perth</b>	<b>Number</b>	<b>%</b>	<b>Greater Perth</b>	<b>2006 to 2011</b>
Couples with children	12,312	33.4	31.6	11,934	33.3	30.7	+378
Couples without children	9,634	26.1	25.7	9,078	25.3	25.1	+556
One parent families	3,224	8.8	9.9	3,258	9.1	10.1	-35
Other families	543	1.5	1.4	485	1.4	1.3	+57
Group household	1,400	3.8	4.0	1,100	3.1	3.6	+299
Lone person	8,461	23.0	22.4	8,531	23.8	23.6	-71
Other not classifiable household	916	2.5	3.9	1,191	3.3	4.7	-276
Visitor only households	352	1.0	1.1	305	0.8	0.9	+47
<b>Total households</b>	<b>36,842</b>	<b>100.0</b>	<b>100.0</b>	<b>35,886</b>	<b>100.0</b>	<b>100.0</b>	<b>+955</b>

Source: Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011.

Compiled and presented by .id, the population experts. (Enumerated data)



Analysis of the household types in the City of Melville compared to the Greater Perth shows that there was a larger proportion of couple families with child(ren) but a smaller proportion of one-parent families.

Overall, 33.4% of total families were couple families with child(ren), and 8.8% were one-parent families, compared with 31.6% and 9.9% respectively for Greater Perth.



### Population summary

City of Melville Area	Forecast year						Change between 2011 and 2036	
	2011	2016	2021	2026	2031	2036	Total change	Avg. annual % change
City of Melville	102,135	106,771	113,034	117,869	122,928	128,415	+26,280	+0.92
Alfred Cove - Myaree	4,427	4,573	4,900	4,905	4,961	5,155	+728	+0.61
Applecross	7,565	7,994	9,062	9,861	10,821	11,871	+4,307	+1.82
Ardross	4,147	4,474	4,941	5,552	6,036	6,304	+2,157	+1.69
Attadale	6,761	7,065	7,247	7,259	7,333	7,433	+672	+0.38
Bateman	4,010	4,068	4,059	4,060	4,103	4,203	+193	+0.19
Bicton	6,406	6,745	6,894	6,959	7,035	7,123	+718	+0.43
Booragoon	5,707	5,926	7,000	7,601	8,316	9,016	+3,309	+1.85
Bull Creek	8,073	8,504	8,570	8,802	8,828	9,042	+969	+0.45
Kardinya	9,384	9,667	9,868	10,337	10,528	10,680	+1,296	+0.52
Leeming	8,995	8,967	9,093	9,078	9,152	9,313	+318	+0.14
Melville	5,597	6,040	6,283	6,452	6,612	6,907	+1,310	+0.84
Mt Pleasant - Brentwood	8,765	9,359	10,810	10,736	10,711	10,740	+1,975	+0.82
Murdoch	3,543	3,883	4,287	5,644	6,635	7,599	+4,056	+3.10
Palmyra	7,040	7,355	7,557	7,596	7,823	8,045	+1,005	+0.54
Willagee	5,039	5,591	6,046	6,717	7,684	8,485	+3,446	+2.11
Winthrop	6,676	6,561	6,415	6,309	6,352	6,498	-178	-0.11

The largest changes in family types in the City of Melville between 2006 and 2011 were:

- Couples without child(ren) (+556);
- Couples with child(ren) (+378); and
- Group Households (+299).

Lone Person households have dropped slightly but still accounts for 23% of the households in the City.

### 4.3.9 Population forecast

This summary of population statistics for the period 2006 to 2036, as the short to medium term is most appropriate for planning purposes. Please note that these data are available for all years between 2006 and 2036.

In 2031, the population of the City of Melville is anticipated to be 122,928 an increase of 20793 persons (20.3%) from 2006. This represents an average annual growth rate of 0.81%. Murdoch is forecast to show the greatest percentage change in population to 2036 with an average annual growth rate of over 3%. In contrast, Leeming is forecast to increase by only .11% and Winthrop by .14% per annum.



This following summary analyses data for the period 2006 to 2036, as the short to medium term is likely to be the most accurate and useful forecast information for immediate planning purposes. This summary shows an increase of 8936 dwellings to 2031 (not 11,000 as suggested in the *Directions 2031*). The main reason for this is that the studies for the Strategic Development Areas at Murdoch has not reached a stage where projected dwelling numbers can be estimated with confidence.

In 2006, the total population of City of Melville was estimated at 97,624 people. It is expected to experience an increase of over 25,304 people to 122,928 by 2031 with a population of 128,415 by 2036.

**Forecast population, households and dwellings**

City of Melville Summary	Forecast year					
	2011	2016	2021	2026	2031	2036
Population	102,135	106,771	113,034	117,869	122,928	128,415
Change in population (5yrs)		4,636	6,263	4,835	5,060	5,486
Average annual change		1	1	1	1	1
Households	39,281	41,008	43,311	45,496	47,751	50,066
Average household size	3	3	3	3	3	3
Population in non private dwellings	1,084	1,262	1,412	1,572	1,712	1,812
Dwellings	40,521	41,867	44,425	46,960	49,457	51,938
Dwelling occupancy rate	97	98	97	97	97	96

**4.3.10 Housing analysis and opportunity**

The following summary of the Housing Analysis and Opportunity report by id (Informed Decisions) was prepared prior to the release of *Directions 2031*. The basis of the report was the premise of the Network City strategy that a 60/40 split of housing be provided between established urban areas and new greenfield sites. Many of the assumptions of subdivision of larger lots are contrary to the aspirations of the community expressed in the community plan and Melville Visions. Although the background information is relevant, the summary is provided as an alternative method of achieving the increases in population considered necessary under *Directions 2031*. Subsequent research has shown that more emphasis on increases of density and intensity in and around activity centres and transport corridors may provide overall protection to the suburban areas whilst providing the opportunity to transform the activity centres to a more urban environment. This provides more housing diversity, opportunities for more affordable housing options and contributes to a more sustainable transport system by improving access to public transport and reducing reliance on the private motor vehicle.



The State Government's *Network City* strategy established the principle of planning for a 'liveable city' that accommodates urban growth within a *network* city pattern incorporating communities by:

- Creating medium and high density activity centres (urban villages) to support viable public transport corridors; and
- Provide a wide range of affordable and quality housing options.

To action these 'liveability' factors the *Network City* Action Plan had 28 actions and 3 priority actions being:

1. foster land use and transport integration to form a Network City;
2. manage urban growth to limit urban sprawl through staging of development;
3. provide 60 percent of required dwellings in existing urban areas and 40 percent in new growth areas.

The Department for Planning workshopped with local governments in inner and middle regions of the Metro Area for the purpose of exploring the 60/40 target. Essentially, over the next 25 years (from 2005) 366,000 dwellings are required to accommodate anticipated population growth across the Metro Region. In order to meet the 60% target for existing Urban areas, approx. 220,000 dwellings are required of which 122,000 dwellings (30%) are planned for the Inner and Middle local government areas (inclusive of Melville). The additional 100,000 dwellings will be provided for in other existing urban areas (outer ring local governments). *Source Dept. for Planning and Infrastructure Housing Target Workshop 2007*

With these principles as a basis, the City of Melville, through the Melville Visions process and using the current planning scheme as a base, engaged consultants to analyse all the potential forms of housing supply in the City of Melville and quantify the opportunities for reasonable and acceptable growth (housing) across the City in order that the City of Melville could accommodate 'its' share of the State Government's growth target.

The study analysed all the potential forms of housing in the City of Melville with emphasis on key activity locations. The end result provides the Council with the basis to develop an overall framework for a housing policy that:

- meets the needs of the City's changing household types;
- sustains the population and service base;
- protects the City's key residential areas from inappropriate development; and
- meets the Network City objectives.

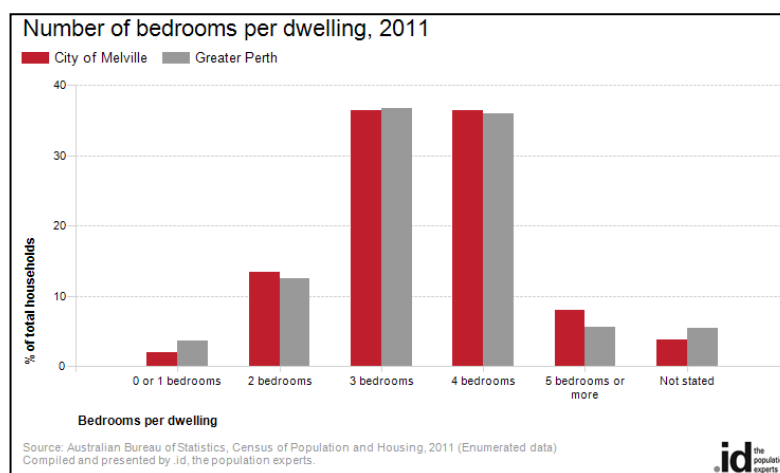


### 4.3.11 Dwelling types

The share of dwellings types in the City of Melville is similar to the Perth Statistical Division with the exception of a higher proportion of larger separate dwellings and significantly lower proportions of smaller, higher density dwellings than the metropolitan area. Overall, over 80% of dwellings are separate houses. This reflects the finding that the City of Melville largely plays a residential role as an area that historically provided housing opportunities for family households (*suburban*). (NB: the metro average share of higher density dwellings is impacted on by the inner city areas that fulfil a more *urban* function with a relatively large share of higher density dwelling stock.

The City's share of small and medium sized higher density dwellings mainly reflect the dwelling stock in areas such as Applecross, Bull Creek, Murdoch and Melville City Centre. These dwellings largely provide accommodation for older people, who are in retirement villages or are downsizing into lower maintenance dwellings, and for students. In the wider Perth region, these

housing types are also important for younger people/households entering the housing market who cannot afford a separate house or who may prefer a low maintenance option.



### 4.3.12 Migration patterns in the City of Melville

#### Top 10 LGAs ranked by net loss to the area

City of Melville			
LGA	In migration	Out migration	Net migration
Cockburn (C)	2,014	3,298	-1,284
Gosnells (C)	547	877	-330
South Perth (C)	1,038	1,354	-316
Mandurah (C)	202	471	-269
Kwinana (T)	164	334	-170
Perth (C)	93	248	-155
Brisbane (C)	129	256	-127
Rockingham (C)	447	573	-126
Subiaco (C)	86	209	-123
Vincent (T)	169	281	-112

Source: Australian Bureau of Statistics, Census of Population and Housing, 2006 (Usual Residence Data). Compiled and presented by .id, the population experts.



The migration information for the City of Melville is derived from the 2006 Census and reveals the extent to which the City of Melville attracts people and households from key source areas and loses people and households to other destinations.

As with many areas within metropolitan Perth, there is significant gain from overseas which is the largest single source of growth for the City of Melville. The second major source of migrants to the City is from rural and regional WA. Many of these migrants are moving to the City to attend Murdoch University. Outflows are mainly to the south and south east, in particular the City of Cockburn, an area providing significant numbers of new green-fields dwellings over this period (i.e. loss of 1284 persons in the 2001-2006 period). Between 1996 and 2001 and 2001 and 2006, the patterns of net migration are almost identical with the latter period experiencing a slight increase in more mature and older adults and fewer children (*source Profile Id*). This pattern of migration is dominated by the loss of young adults. These young adults fall into three categories:

- those growing up in the area, who have left home and sought dwelling opportunities elsewhere;
- students leaving the area after their studies have been completed; and
- children of some of the 50-59 year olds that are leaving the area (up-graders).

The age group that the City of Melville gains can generally be classified as ‘mature families’. These are parents in their 30’s and 40’s with older, often teenage children. These households are generally third or fourth home buyers. This is the market generally attracted to the riverside suburbs of the City of Melville.

#### Top 10 LGAs ranked by net gain to the area

City of Melville			
LGA	In migration	Out migration	Net migration
Kalgoorlie/Boulder (C)	224	119	105
Canning (C)	1,943	1,853	90
Joondalup (C)	331	243	88
Fremantle (C)	989	911	78
Armadale (C)	294	225	69
Geraldton (C)	105	46	59
Port Hedland (T)	102	46	56
Roebourne (S)	182	128	54
Bunbury (C)	134	82	52
Greenough (S)	78	35	43

Source: Australian Bureau of Statistics, Census of Population and Housing, 2006 (Usual Residence Data). Compiled and presented by .id, the population experts



With this in mind, the housing opportunities provided to the City of Melville in the future will influence this migration profile. The two key factors that will influence what type and how many people leave and arrive in the City of Melville are:

- the extent to which there are net gains in the dwelling stock; and
- the housing markets that the new dwelling stock is attracting.

#### **4.3.13 Where residential development is occurring in the City of Melville**

Development in the City of Melville has tended to focus in the suburbs north of Leach Highway and this is consistent with ‘market popularity’ for the riverside suburbs. These are also the older areas with grid street patterns that are generally more suited to redevelopment than the newer suburbs to the south.

#### **4.3.14 Opportunity for residential development in the designated activity centres**

The following categories of supply are assessed to provide an estimate of residential development opportunity for the City of Melville:

- Opportunity for re-development in the designated centres;
- Opportunity for development on major development sites;
- Opportunity for demolition and replacement activity across the City based on a lot size analysis; and
- Opportunity for development on vacant lots outside activity centres.

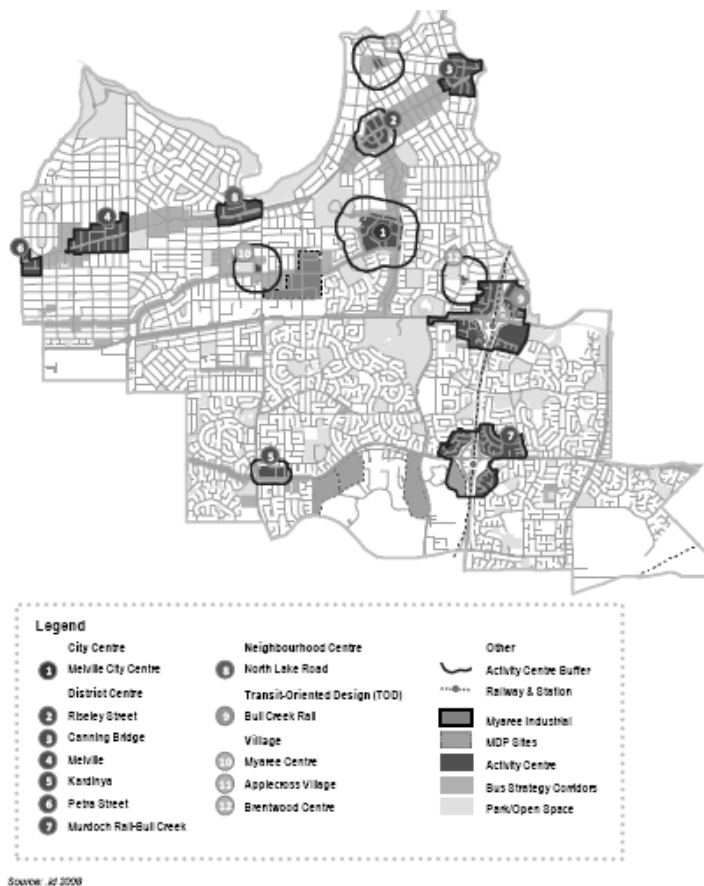
The assessment considered potential in and around centres based on the following:

- Access to public transport – the more important a centre is as a destination, the higher the demand for floor space and the higher the value of land. In general, higher land values attract higher density activity;
- Level of service and retailing – the higher the level of services and retail in a centre than there is generally a higher demand for space in that centre;
- Access to major institutions – access to tertiary education or health facilities or other major destination for employment;
- Urban integration – how a centre integrates into the surrounding residential area.

Twelve centres have been identified.



Opportunities for the City of Melville to facilitate net gain in dwellings in the City come from the sources mentioned above (activity centres, redevelopment sites, larger lots and vacant land). A potential for 12875 dwellings can be achieved based on a relatively conservative set of assumptions about each form of supply. Given that the City of Melville achieved an average of around 450 dwelling approvals per year over the period 2004-2007, 12,875 dwellings represents over 28 years of supply for the City.



#### 4.3.15 Dwelling opportunity summary

In total, activity centres are estimated to present 6245 additional dwellings (including Metropolitan Development Program sites within centres) representing 48.5 % of the total opportunities.

The majority of dwelling opportunities within activity centre are located within the Canning Bridge, Melville City Centre and Murdoch Rail-Bull Creek (which are among the areas with the highest assumed density rates). Bull Creek rail station also has opportunities for additional dwellings.

The Dwelling Opportunity Analysis shows that there is the capacity within the City of Melville to increase the dwelling numbers by a minimum of 11,000 new dwellings as suggested by *Directions 2031*.

Source	Opportunity	Share of total opportunity
Centres	2931	22.7%
Development sites		
In Activity Centres	3314	25.8%
Outside Activity Centres	1459	11.3%
Large Residential lots	4928	38.4%
Myaree	243	1.8%
<b>TOTAL</b>	<b>12875</b>	<b>100%</b>







Transactions can be broadly classified into three general typologies. These are:

- Economic - activities that primarily result in a transfer of goods and services in return for payment (e.g. retail trade, enterprises employing staff);
- Social – activities that are primarily focussed on the informal exchange of information and company (e.g. catching up with friends, parents playing with their children); and
- Environment – activities that are primarily focussed on users engaging with their physical environment (e.g. users enjoying public art, reading a book in the park). In reality every transaction has an element of each of these typologies, although one is usually dominant.

Much of land development, urban design, land-use planning and indeed ‘place-making’ is focused on developing unique and powerful place experiences, often in new or run-down locations. This has led to any number of interventions and initiatives that range in scale from ‘macro’ (e.g. built form guidelines, building setbacks, traffic management plans, and community governance structures) to ‘micro’ (e.g. public art pieces, targeted public infrastructure, and management of strategic sites). Some of these interventions can lead to investment of significant capital without a strong understanding of a site’s users and their transactions with a place.

Activity centre planning needs to consider the importance of ‘place’, its role in influencing user behaviours, and its role creating value for stakeholders needs to mature. This requires a focus on strategies, planning and investments for the overall performance of a place in the context of a place vision, its users, and their transactions. For this to come about, a comprehensive, performance oriented framework that facilitates the assessment of the effectiveness of place-making initiatives is needed. This should be clear, transparent, systematic and able to be utilised to compare the predicted and actual impacts of different initiatives (or bundles of initiatives).

The current performance of City of Melville activity centres has been assessed, using reliable, replicable metrics. This information in the following sections provides an understanding of the current potential for activity within centres, and provides a framework to develop future expectations for activity centre performance.



## 4.4.2 Centres in the City of Melville

### 4.4.2.1 Murdoch Specialised Centre

Murdoch is classified as a specialised centre under SPP 4.2. This type of centre is unique in the hierarchy and focused on regionally significant economic or institutional activities that generate many work and visitor trips which require a high level of transport accessibility. Specialised centres provide opportunities for the development of complementary activities, particularly knowledge based businesses. A range of land uses that complement the primary function of these centres will be encouraged on a scale that will not detract from other centres in the hierarchy. Murdoch specifically has had its primary functions as a specialised centre defined as health, education and research.

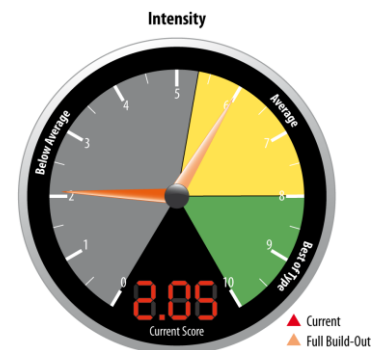
Within the background reports for the LCACS, Murdoch has been assessed using two separate methodologies. The first is a standard approach to assess the current state of the activity centre. The second assesses the projected future state, made possible due to the existence of a completed structure plan. The future state assessment shows potential performance at an optimal full build out as envisaged within the structure plan.

#### *Intensity*

Murdoch is located in a well-established suburb, but has large tracts of undeveloped and under-developed land. Included within the boundaries of the activity centre are a public and a private hospital, a train station, Murdoch University, Challenger TAFE and Wandoo Reintegration Facility.

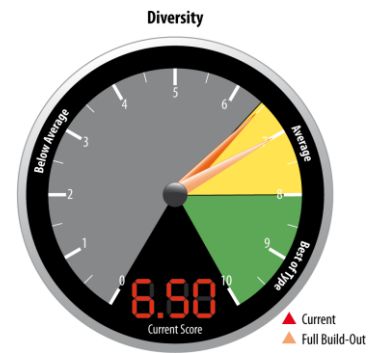
Baseline analysis of the catchment indicated that the activity centre currently (2012) has an employment density, or jobs per hectare, score of 2.5. This is below the best of type as well as the average. It should be noted that this is not unexpected given the large land area over which the centre is dispersed. Current residential density scored 1.0. This is below the best of type of 6.50, as well as the average of 3.17. The resulting overall current intensity score is 2.05.

The assessment for the future scores shows a good amount of improvement at the envisioned full build out. The jobs per hectare score improved to 6.0, which remains below best of type but above the average. Dwelling density improved to 6.0, with the additional dwellings expected to be added from the development of the Mixed Use Precinct adjacent to Murdoch train station, as well as other areas within the activity centre. In the full build out scenario overall intensity improves to a score of 6.0, below the best of type score of 6.5 but above the average of 5.3.



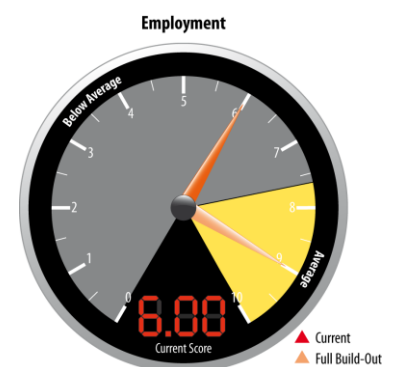
### Diversity

The baseline analysis for Murdoch showed it performed well in the mixed use category. Despite this, its score of 0.41 on the diversity index indicates the centre is relatively homogenous. This is not unexpected given it is currently a specialised centre focused on research, education and healthcare. This translates to an overall current diversity score of 6.5, below the best of type score acquired by Macquarie of 8.0. By the completion of the full build-out the overall diversity score is anticipated to have increased to 7.0. This is above the average of 6.5, and only slightly below the best of type score of 8.0.



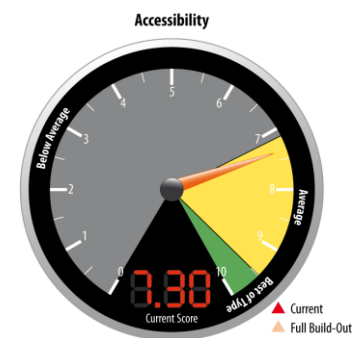
### Employment

The Murdoch Activity Centre has a current overall employment score of 6.0. This is comprised of the current 4,378 jobs, translating to an employment quantum score of 5.5, and a strategic employment proportion of 12%, translating to an employment quality score of 6.5. At full build out level it is expected there will be a notable improvement to the employment score. Total jobs are anticipated to increase to 14,500, and the percentage of strategic employment is estimated to increase to 15%. The resultant overall score of 9.0 is well above the current average for a specialised centre, and only just below the best of type score, indicating it will perform very well.



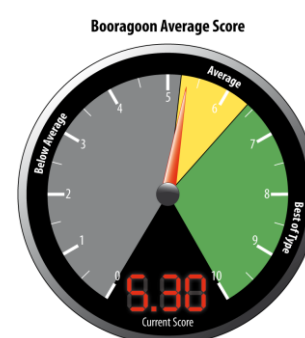
### Accessibility

Murdoch contains a well-established regional train station and bus interchange, which means it scores well in terms of transport infrastructure (a score of 9 out of 10). In terms of distance from the Perth CBD, Murdoch is relatively far away in comparison to other specialised centres, so attained a score of 5.5. This is not necessarily a weakness as the vision for the centre aspires to be an employment hub separate from the CBD. These categories result in an overall accessibility score of 7.3, which is above the average score but below the best of type score of 9.5. As the full build out results in no difference to either the distance from the CBD or the type of major transport infrastructure available to the activity centre, there is no change to the overall accessibility score as a result of its inclusion.



#### 4.4.2.2 Booragoon (Melville City Centre) Secondary Centre

Booragoon is located approximately 15 km away from the Perth CBD, putting it a significant distance from the centre of activity in Perth. Booragoon has a strategic metropolitan centre nearby, Fremantle, and is close to a number of nearby district centres, including Riseley Street. In terms of transport infrastructure, there are two train stations within several kilometres at Canning Bridge and Bull Creek, but Booragoon



itself does not have its own. Booragoon has its own regional bus interchange that is significantly underused at present. This generates a transport infrastructure score of 6.0 out of 10. Booragoon would gain a significant improvement in terms of its value proposition if its public transport connections were improved. This is of particular relevance given the current traffic network constraints. This is especially important if Booragoon is to mature into a diverse commercial, social and retail hub. Booragoon has an overall accessibility score of 5.5.

Booragoon is classified as a Secondary Centre under SPP 4.2. This type of centre is a level below strategic metropolitan centres in the hierarchy. Strategic Metropolitan centres are defined as being multipurpose activity centres that provide a diversity of uses. Secondary centres perform similar functions to Strategic Metropolitan centres but offer a more limited range of services, facilities and employment opportunities and typically serve smaller catchments. They perform an important role in the regional economy and provide essential services to their catchments.

Melville City Centre current performance			
Principle	Metric	Metric Score	Total Score
Activity Intensity	Residential Density	2.5	5.0
	Employment Density	7.5	
Activity Diversity	Mixed Use	2.0	3.8
	Equitability	5.5	
Employment	Quantum	4.5	6.8
	Quality	9.0	
Accessibility	Distance from Perth CBD (kms)	5.0	5.5
	Transport Infrastructure	6.0	

Structure planning for Booragoon is currently underway, with the owner of Garden City Shopping Centre, the primary focus of the centre, intending to expand the floorspace significantly and introduce new land uses.

Booragoon scored 5.0 out of 10 for the overall intensity metric. Performance in terms of residential density was relatively poor, with the centre attaining 7.5 dwellings per hectare within an 800 m walkable catchment from the bus station designated as the central node.



The Centre performed well in terms of job intensity, scoring 7.5 out of 10, achieving over 90 jobs per hectare. There is significant variation in terms of job intensity for secondary centres within Perth. For instance, Claremont scores poorly in comparison to Booragoon, achieving 21.5 jobs per hectare equating to a score of 4.0 while Subic performs well with 101.5 jobs per hectare, equating to a score of 8.0

Due to the dominance of retail in Booragoon's current form, its total diversity score is relatively poor at 3.8. Booragoon scored a 2.0 in the mixed use category, indicating that the amount of retail far exceeds all other types of land uses within the activity centre boundaries. While this is currently low, it is expected that the mix of goods and services that Booragoon offers will diversify in the future as it moves towards fulfilling the targets set out for secondary centres under SPP 4.2. This will most likely include an increase in commercial and entertainment type land uses which will significantly improve the diversity of what it offers to its catchment as it moves away from a retail focus toward a community and business hub.

Booragoon fared much better under the equitability index obtaining a 0.61, equating to a score of 5.5. Interpreting this, it is apparent that while retail is the dominant land use within the activity centre, the number of other land uses that the centre offers is still quite significant. This falls in line with what would be expected of a secondary centre such as this.

Booragoon activity centre, as of last census, had 3,117 employees across all industries. This scale of employment equates to a score of 4.5. As with diversity this is expected to improve as the centre grows especially as it begins to incorporate more commercial floor space into its land use mix. Booragoon performs extremely well in terms of employment quality with approximately 20% of the employment in the centre being strategic in nature which translates to a score of 9.0 putting it at the upper echelons in terms of the quality of its employment. As Booragoon grows and moves away from being purely retail focussed the scale of employment should improve significantly. Similarly with an increased focus on commercial as it grows we should see its strategic employment remain steady or improve. These developments will enable Booragoon to compare more favourably to more mature secondary centres, such as Subiaco, in terms of employment.



### 4.4.2.3 District Centres

The City of Melville has six district centres, defined in SPP 4.2 as: ‘...having a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments.’ In the activity centres hierarchy, this type of centre is between a Secondary Centre and a Neighbourhood Centre in terms of catchment population size, residential density targets, and diversity and intensity of commercial activity.

District centres are therefore expected to function at a medium level in terms of:

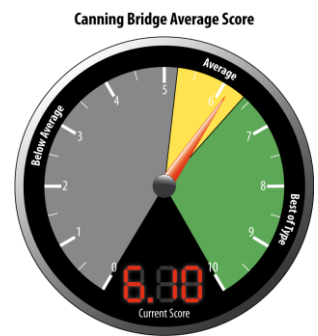
- Service to population catchment;
- Accessibility and transport connectivity;
- to its catchment as it moves away from a retail focus toward a community and business hub
- Full range of retail and office floor-space;
- Residential density

#### *Canning Bridge*

Canning Bridge District Centre is located on Canning Highway, directly east of Canning Bridge and on the western fringe of the City of Melville. It is bordered by the Canning River and has a train station within its walkable catchment. Canning Bridge is the best performing district centre in the City of Melville, and performs similar to the best of type centre assessed. It should be noted that Canning Bridge outperforms Booragoon in all areas except intensity.

Canning Bridge scores highly in terms of diversity, with a score of 8.3 out of 10, equal to the best of type score. Retail was not the dominant employment form within Canning Bridge as evidenced by the high mixed use score. The relatively high equitability index indicates a fairly even mix of employment types, though it is slightly skewed towards professional, scientific and technical services as the dominant employment category. This may indicate an emerging localisation economy.

As expected of a centre that has a high commercial user base and dominant employment type of professionals, Canning Bridge scored extremely well in terms of the proportion of strategic employment present, with a score of 9.5. This represents the highest proportion of strategic employment present in a district centre among the benchmarked centres.



The scale of employment found at this centre is appropriate for a district centre with a score of 4.0. This could be improved through further commercial development or further development depending on the aim, goal or vision of the centre though this may be somewhat land constrained.

Canning Bridge represents a unique opportunity for a district centre in the City of Melville because of a few key qualities. First, it is the closest centre to the CBD as well as the Kwinana Freeway, making it extremely accessible. Secondly, it has a train station within the walkable catchment, further improving accessibility. Taking advantages of these qualities could enable Canning Bridge to be particularly effective as an employment hub or destination for a variety of uses. In terms of accessibility, Canning Bridge attained an overall score of 7.0 out of 10. This was the highest score attained in the City of Melville, and is second only to Maylands.

Principle	Metric	Metric Score	Total Score
Intensity	Residential Density	3.5	2.8
	Jobs per Hectare	2.0	
Diversity	Mixed Use	9.0	8.3
	Equitability Index	7.5	
Employment	Quantum	4.0	6.8
	Quality	9.5	
Accessibility	Distance from CBD (kms)	7.0	7.0
	Transport infrastructure	7.0	

Canning Bridge represents a unique opportunity for a district centre in the City of Melville because of a few key qualities. First, it is the closest centre to the CBD as well as the Kwinana Freeway, making it extremely accessible. Secondly, it has a train station within the walkable catchment, further improving accessibility. Taking advantages of these qualities could enable Canning Bridge to be particularly effective as an employment hub or destination for a variety of uses. In terms of accessibility, Canning Bridge attained an overall score of 7.0 out of 10. This was the highest score attained in the City of Melville, and is second only to Maylands.

Future planning for the Centre will see preparation of an activity centre structure plan to recognise the centres Main Street designation and function and explore opportunities for improved integration with the recently developed public transport (rail) facilities. The structure plan would provide for integration between the north and south sides of Canning Highway; identify need for more public car parking; create an image/identity for the centre; identify urban design and community benefit opportunities; promote appropriate mix of development in the adjacent Frame precinct.





### Riseley Street

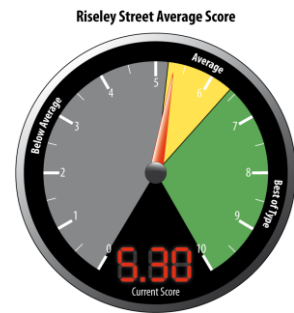
Riseley Street is located on the corner of Canning Highway and Riseley Street, within 2 km to Booragoon Secondary Centre. This near co-location means the centre is likely to be impacted by future development at Booragoon. These impacts may be positive or negative, or may simply drive a shift in focus for the centre.

Riseley Street currently performs extremely well across a range of different categories. Diversity in Riseley Street is excellent, with the high mixed use score of 8.5 indicating that the retail component does not overpower the rest of the centre’s amenity. The high mixed use score, along with the relatively high equitability index of 7.5, shows a reasonable distribution of employment across a range of activities. This is evident from the broad mix of retail located in the centre, including a grocer, supplement store, hair dressing services, pharmacist, as well as a number of entertainment uses and commercial activity.

Riseley Street performs exceptionally well in terms of its strategic employment, with a score of 9.0. This was second only to Canning Bridge, but is still well above the average score.

This can be largely attributed to the commercial activity component, with professional services comprising a significant proportion of the employment distribution.

Accessibility is an issue for Riseley Street. Like many of the activity centres along Canning Highway it is only serviced by buses and has no bus interchange or rail station. It does have an added advantage as it is along a major route to service the Booragoon Secondary Centre, so more bus routes service it than the other activity centres along Canning Highway. Depending on how Booragoon evolves and its accessibility along with it, it is possible accessibility to Riseley Street will improve as a secondary effect to an expansion at Booragoon.



Principle	Metric	Metric Score	Total Score
Intensity	Residential Density	3.0	2.0
	Jobs per Hectare	1.0	
Diversity	Mixed Use	8.5	8.0
	Equitability Index	7.5	
Employment	Quantum	3.5	6.3
	Quality	9.0	
Accessibility	Distance from CBD (kms)	6.5	5.3
	Transport infrastructure	4.0	

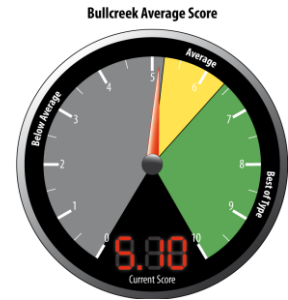
Riseley Street current performance Source: Pracsys 2013



Future planning for the Centre will see preparation of a structure plan that will encourage the centre to gradually diversify and expand to the limit of its capacity through development of an activity centre structure plan. An appropriate mix of uses in the Frame should be promoted that extend the commercial functions of the centre whilst being harmonious and compatible with the amenity of the adjoining residential area.

*Bull Creek*

Bull Creek District Centre is located on South Street, east of Murdoch train station and Kwinana Freeway, and approximately 14 km away from the Perth CBD. The activity centre contains Bull Creek Shopping Centre, a large retail-oriented shopping mall with some entertainment uses. The centre also includes some specialised activity on the opposite side of South Street including medical and real estate services. Murdoch train station is within the 800 m walkable catchment of the activity centre. There is some cross-over in the catchment for Bull Creek and Murdoch activity centres.



The results of the economic sustainability performance of Bull Creek show the most obvious weakness is in intensity of both residential and jobs.

Residential density is very low in the walkable catchment, at only 7.8 dwellings per hectare. Similarly, jobs per hectare are very low, though this is in part due to the large area coverage of the data used to calculate the score. The total employment or employment scale for Bull Creek was low at 5.5 out of 10. This was relatively consistent with the other district centres assessed, but reasonably strong in strategic employment as a result of the pocket of medical, health and professional services that located within the centre. It should be noted this result is high due to the large area coverage of the data source. The overall intensity score is 7.0. The mixed use score of 7.5 indicates that while there is a significant presence of retail, it is not the sole focus and function of the centre. The pocket of medical and other professional services located within the centre, and the variety of cafes and other food outlets make up a substantial amount of employment. The relatively low

equitability index score of 6.5, the worst of all City of Melville district centres, indicates that the overall distribution of employment could be more evenly allocated across different industries.



Principle	Metric	Metric Score	Total Score
Intensity	Residential Density	2.5	1.8
	Jobs per Hectare	1.0	
Diversity	Mixed Use	7.5	7.0
	Equitability Index	6.5	
Employment	Quantum	3.5	5.5
	Quality	7.5	
Accessibility	Distance from CBD (kms)	5.5	6.3
	Transport infrastructure	7.0	

Bull Creek current performance Source: Pracsys 2013

Bull Creek’s accessibility is one of its greatest strengths. This is primarily due to the walkable distance to Murdoch train station. The existence of the station within the walkable catchment has particular significance as a potential driver for activity growth, and means the centre has significant potential to mature towards a more diverse employment profile.

### *Kardinya*

Kardinya is located on South Street, several kilometres west of Murdoch. It is dominated by a large shopping mall, with some mixed use activity towards the south east corner of the centre including food outlets, health and professional services and a tavern.

Kardinya’s performance profile is similar to Bull Creek, but the centre performs lower on all levels except residential density. Kardinya has the lowest jobs per hectare of the Melville district centres at 3.1. In terms of residential density it performs relatively poorly with a score of 3.0, only a small improvement over Bull Creek.



Kardinya scored relatively poorly in the mixed use category with 6.5, indicating that retail is the dominant employment type of the centre. Similarly, the equitability index at 7.0 is consistent with what would be expected of a mid-sized shopping mall, with limited employment outside of retail, cafes and other food outlets

Kardinya has the lowest total amount of jobs of all the district centres in the City of Melville with a total count of approximately 900 jobs within the destination zone. Employment quality was relatively low with 12% strategic employment, equating to a score of 6.5. This is broadly consistent with what would be expected of a district centre with a limited amount of non-retail or commercial uses within its boundary. Kardinya’s overall score for employment was 4.3.



The best performing district centre assessed, in terms of employment, was Canning Bridge at 9.5, which had a higher component of strategic employment.

Principle	Metric	Metric Score	Total Score
Intensity	Residential Density	3.0	2.0
	Jobs per Hectare	1.0	
Diversity	Mixed Use	6.5	6.8
	Equitability Index	7.0	
Employment	Quantum	2.0	4.3
	Quality	6.5	
Accessibility	Distance from CBD (kms)	4.5	4.3
	Transport infrastructure	4.0	

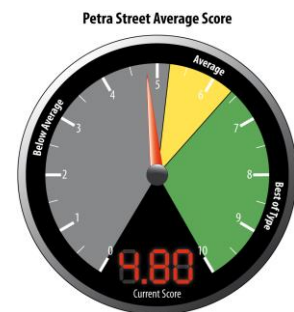
Kardinya current performance Source: Pracsys 2013

Accessibility suffered in Kardinya due to its distance away from the CBD and lack of any sort of major bus or rail interchange, although numerous bus routes service it.

Any planned expansions of the Kardinya Centre should be based ‘on merit’ and should endeavour to integrate the two parts of the centre and particularly promote the refurbishment of the eastern part of the centre.

### *Petra Street*

Petra Street is located on the eastern boundary of the City of Melville; spread across Canning Hwy. Part of the centre catchment is located within the City of East Fremantle. The centre contains a major supermarket as well as a smaller independent grocer, along with a variety of cafes and takeaway food shops. There is also a small pocket of non-retail and medical tenancies in the south-western portion of the activity centre.



Petra Street scores relatively well in terms of diversity, attaining a 7.8 out of 10. It has a variety of different land use types ranging from grocers to cafes, food outlets and medical. This mixture of land use types is responsible for the high mixed use score. The equitability index score of 7.5 is also an excellent result. To improve this score there would need to be a more equitable distribution of jobs away from retail and cafes and to some extent, away from health. This could be achieved through an increased commercial presence in the centre.



Overall intensity, at 2.3, sits just below the average of 2.6 and well below the best of type of 4.7. This can be attributed primarily to the jobs per hectare score of 1.0. This figure is lower than expected due to the large spatial area the data source was spread over. In terms of residential density, Petra Street is one of the better performing centres in the City of Melville, achieving 3.5 out 10.

Residential density in Petra Street is particularly affected by the presence of reasonable sized reserves. These reserves provide important recreational amenity to users of Petra Street and can provide a visitor attractor that can benefit the centre’s expenditure capture.

In terms of accessibility, Petra Street lacks a public transport station of any kind, relying primarily on the bus routes servicing it down Canning Highway. Without a significant improvement in public transport infrastructure it is unlikely that Petra Street could reach the residential and employment density levels experienced in Maylands or other high performing district centres. However, the location of the centre on a major transport corridor, Canning Highway, means there may be opportunity to capture incidental expenditure from passing trade.

Principle	Metric	Metric Score	Total Score
Intensity	Residential Density	3.5	2.3
	Jobs per Hectare	1.0	
Diversity	Mixed Use	8.0	7.8
	Equitability Index	7.5	
Employment	Quantum	3.5	5.0
	Quality	6.5	
Accessibility	Distance from CBD (kms)	5.0	4.5
	Transport infrastructure	4.0	

Petra Street current performance Source: Pracsys 2013

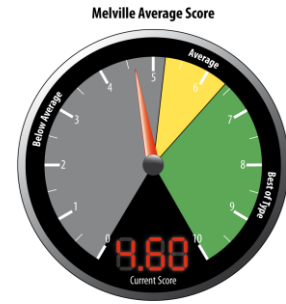
The City of Melville with the Town of East Fremantle should undertake a structure plan for the centre with a view to promoting an appropriate mix of development in the Frame to compliment and extend the commercial functions of the centre while being harmonious and compatible with the adjacent residential area.

*Melville*

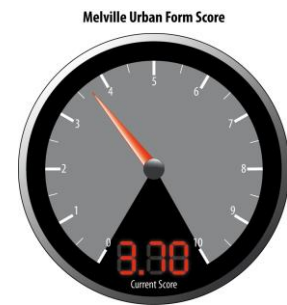
Melville is a shopping mall based activity centre separated by Canning Highway and near Stock Road. The southern side of Canning Highway contains a selection of food outlets, non-retail as well as a car yard. The northern side contains the mall section, which is a fairly typical land use mix of a development of that type.



Melville scored above average intensity for a district centre, with a score of 2.8. It performs particularly well in terms of residential density, obtaining the highest score in of all the centres in the City of Melville. The 800 m walkable catchment contains 1800 dwellings and has a dwellings per hectare ratio of 14. A large part of this density can be attributed to the redevelopment occurring south of Canning Highway, where many original lots have been subdivided and a number of townhouses have been built.



Melville does not perform particularly well in terms of employment, scoring a 4.3. This was the lowest score attained by all centres in the City of Melville and is well below the current best of type score of 6.8. This is a combination of a low scale of employment as well as the very low proportion of strategic employment. The low strategic employment is mostly attributable to the dominance of retail, café and food outlet type floor space, as well as the health component being made up of primarily residential care. More commercial developments would improve both the scale and quality of employment present in the centre.



Accessibility is similar to Petra Street in that the centre is serviced primarily by bus routes along Canning Highway. The location of the centre on a major transport corridor, Canning Highway, means there may be opportunity to capture incidental expenditure from passing trade.

Principle	Metric	Metric Score	Total Score
Intensity	Residential Density	4.5	2.8
	Jobs per Hectare	1.0	
Diversity	Mixed Use	8.0	7.8
	Equitability Index	7.5	
Employment	Quantum	2.5	4.3
	Quality	6.0	
Accessibility	Distance from CBD (kms)	5.0	4.5
	Transport infrastructure	4.0	

Melville current performance Source: Pracsys 2013



#### **4.4.2.4 Neighbourhood Centres**

The City Melville contains ten identified neighbourhood centres defined under SPP 4.2 neighbourhood centres as: '...providing for daily and weekly household shopping needs, community facilities and a small range of other convenience services.' These centres have some significance in terms of the overall commercial network, but are not expected to provide comprehensive offerings of goods and services.

#### **4.4.2.5 Local Centres**

Local centres tend to be more focused on providing convenience shopping such as local deli, takeaway food shop or entertainment offerings such as a cafe. The function of each local centre may be fairly unique. Future visions for local centres should respond to this character.

#### **4.4.3 Local Commercial Activity Centre Strategy (LCACS)**

The intent of *Directions 2031* and SPP 4.2 is to provide an even distribution of jobs, services and amenities in a hierarchy of activity centres. SPP 4.2 is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and with coordinating their land use and infrastructure planning.

The objectives of the LCACS essentially align with the policy objectives of SPP 4.2 in the following areas:

1. Distribute activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community;
2. Apply the activity centre hierarchy as part of a long-term and integrated approach by public authorities and private stakeholders to the development of economic and social infrastructure;
3. Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market;
4. Increase the range of employment in activity centres and contribute to the achievement of subregional employment self-sufficiency targets;
7. Maximise access to activity centres by walking, cycling and public transport while reducing private car trips; and
9. Concentrate activities, particularly those that generate high numbers of trips, within activity centres.



Potential opportunities for the future development of City of Melville activity centres are:

- Promote a network of district, neighbourhood and local centres to support the community;
- Promote Booragoon to develop to its full employment potential as a Secondary Centre under Directions 2031;
- Promote Murdoch to further develop as a Specialised activity centre;
- Promote opportunities for new business development through working with the Chamber of Commerce, local traders and other community leaders, recognising the changing nature of business precincts such as the Myaree Mixed Business Zone;
- Encourage and plan for appropriate ‘Main Street’ development within activity centres;
- Align transport and activity centre functions;
- Encourage increased employment within appropriate activity centres; and
- Enable the regeneration of existing activity centres to improve their amenity, attractiveness and social and cultural vitality.

Gaps and opportunities that would improve performance outcomes of activity centres are:

- Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities. A more rigorous pursuit of higher-density housing should be incorporated within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal business hours. Targets for residential density as set out in SPP 4.2 should be applied throughout the City of Melville activity centre network, with regard to the capacity of each centre to meet set targets;
- For Booragoon Secondary Centre, an average minimum residential density of R35 is suggested, and for District Centres, an average minimum of R30. In some instances pursuing average higher densities may be appropriate. The area over which the average minimum density is to be calculated will need to be considered;
- Ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport;
- Where practical, activity centres should be planned in line with transit-oriented development principles to make it convenient and practicable for residents, employees and visitors to travel by public transport, cycling or walking instead of by private car. Where this approach is not practical the future development of the activity centre should consider the need to minimise private car use; and





- Plan activity centre development around a legible street network and quality public spaces.

Future urban design considerations for City of Melville activity centre are:

- District centres and higher-order centres with a network of streets and public spaces as principal elements;
- Well-formed structure typically consists of small, walkable blocks that improve accessibility within a centre;
- Buildings and tenancies need to address streets and public spaces to promote vitality and encourage natural surveillance;
- Generally, activity centres should contain a mix of uses along street frontages, and arrange key retail and other attractors to maximise pedestrian flows along streets;
- New activity centre development or redevelopment should include ‘sleeving’ of large-scale retail and car parks, more externally-oriented or ‘active’ building frontages, and blank walls should be minimised; and
- ‘Town squares’, public and civic spaces, and parks need to be attractive, well-located spaces and integrated into activity centres to provide quality meeting places for the community and build the character of each centre.

As the current population ages, the diversity of stock offered within activity centres can provide alternative housing options for older households, potentially encouraging the release of 3 and 4 plus bedroom dwellings in the older residential neighbourhoods around the City of Melville. This may provide increased opportunities for family households to move to these areas and encourage the process of regeneration. Densification around activity centres can offer lifestyle choice to a large range of different social groups given the easy access to local facilities. The development of higher density dwellings in and around activity centres should be complemented by other physical improvements to the centres in terms of amenities and attractiveness in order to ensure that development is occurring within an urban environment likely to prove attractive to a range of social groups. The Melville City Centre and the rail based activity centres are likely to attract most of the future higher density development and it is desirable to concentrate on developing policies to encourage this, in addition to encouraging increased development along major transport networks.



#### 4.4.3.1 Retail Market Potential

The following tables set out the retail market potential for the aspirational and conservative scenarios in terms of floorspace demand. A minimum and maximum floorspace demand figure has been provided for both scenarios along with supply assumptions.

The floorspace demand numbers indicate the capacity of the catchment for each activity centre in the City of Melville to support retail floorspace over the next ten years, given current assumptions about household expenditure and household to floorspace ratios hold true. Results are presented for all high level activity centres (district centres and above) in terms of future retail floorspace minimum and maximum levels for each scenario modelled. The minimum and maximum levels of floorspace reference the minimum and maximum levels of productivity the floorspace can viably trade under. Trading below the minimum floorspace productivity means demand is likely too low to keep the floorspace financially viable. Trading above the maximum floorspace productivity means demand is likely to be greater than the floorspace has the capacity to support without creating negative externalities, such as parking congestion and poor service to customers. Any result in the range between the minimum and maximum is considered ideal to ensure the viability of the network as a whole.

These figures are intended to be used as a guide for planners, developers and the community on the likely patterns and scale of retail development for the future. Retail demand figures should not be used to restrict the scale of future development but to understand the trends in retail growth or contractions across the City of Melville and the implications for activity centres. If a proposed development results in retail floorspace supply significantly higher than modelled maximum demand for an activity centre, the reasons why the proposed supply can be supported should be explored. There are a range of reasons why higher levels of supply may be appropriate if circumstances change, leading to more favourable trading conditions. These include but are not limited to:

- The additional floorspace is of sufficient scale to increase the size of the catchment, therefore increasing the overall expenditure capture for the centre, enabling a larger floor area to be supported;
- The population within the catchment has increased more than predicted;
- The population within the catchment has become more affluent, increasing the potential expenditure at the centre;
- The ratio of floorspace to population has increased due to changes in retail business models and user behaviour;
- Access to the centre is improved, increasing the catchment size and/or capture;
- Changes to the tenancy mix or product mix offered result in greater expenditure



capture of the catchment; and

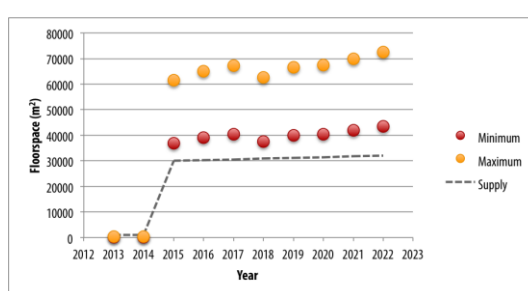
- Other changes to user behaviour drivers result in greater expenditure capture or catchment size.

### Retail Market Potential - Aspirational Scenario

The following section shows the modelled retail market potential under the aspirational scenario for Murdoch Specialised Centre, Booragoon Secondary Centre and the six district centres located in the City of Melville.

#### Murdoch Specialised Centre

Murdoch retail market potential graph - aspirational scenario



Source: Pracsys 2013

Murdoch retail market potential table - aspirational scenario

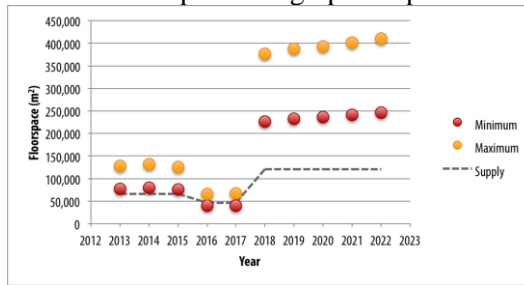
Floorspace	Year									
	2013 (m²)	2014 (m²)	2015 (m²)	2016 (m²)	2017 (m²)	2018 (m²)	2019 (m²)	2020 (m²)	2021 (m²)	2022 (m²)
Minimum	170	174	36,876	39,037	40,418	37,643	40,010	40,514	41,986	43,468
Maximum	283	290	61,460	65,062	67,364	62,738	66,683	67,524	69,977	72,446
Supply	1,029	1,029	30,029	30,323	30,617	30,911	31,205	31,499	31,793	32,087

Source: Pracsys 2013



## Booragoon Secondary Centre

Booragoon retail market potential graph - aspirational scenario



Source: Pracsys 2013

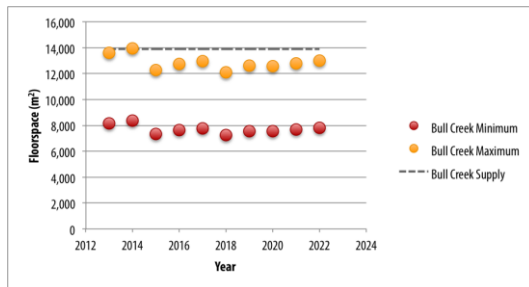
Booragoon retail floorspace potential table - aspirational scenario

Floorspace	Year										
	2013 (m <sup>2</sup> )	2014 (m <sup>2</sup> )	2015 (m <sup>2</sup> )	2016 (m <sup>2</sup> )	2017 (m <sup>2</sup> )	2018 (m <sup>2</sup> )	2019 (m <sup>2</sup> )	2020 (m <sup>2</sup> )	2021 (m <sup>2</sup> )	2022 (m <sup>2</sup> )	2023 (m <sup>2</sup> )
Minimum	77,158	78,987	75,614	39,307	40,142	225,818	232,901	235,895	240,967	245,973	
Maximum	128,597	131,646	126,023	65,512	66,904	376,363	388,168	393,158	401,611	409,955	
Supply	65,979	65,979	65,979	46,185	46,185	120,000	120,000	120,000	120,000	120,000	120,000

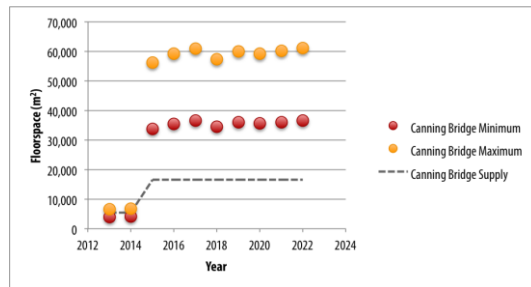
Source: Pracsys 2013

## District Centres

Bull Creek retail market potential graph

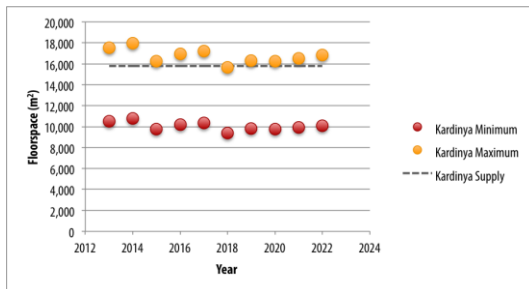


Canning Bridge retail market potential graph

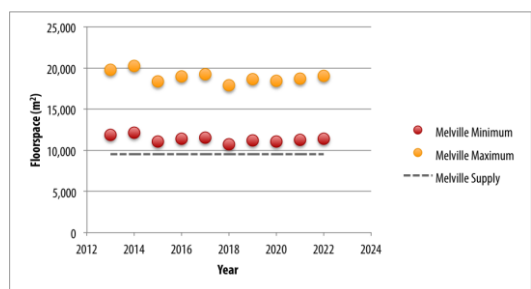


Source: Pracsys 2013

Kardinya retail market potential graph

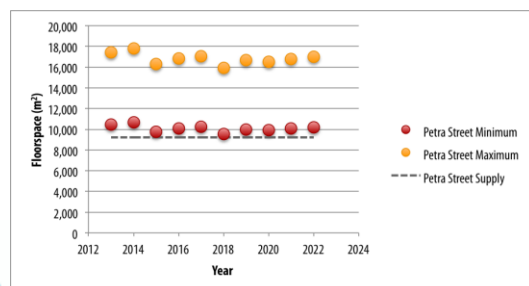


Melville retail market potential graph

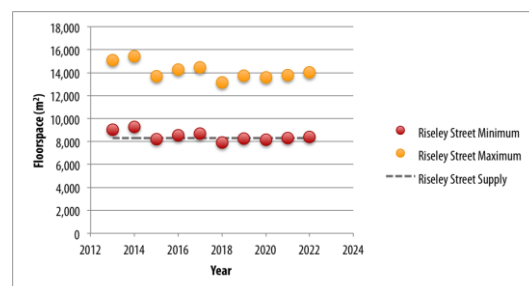


Source: Pracsys 2013

Petra Street retail market potential graph



Riseley Street retail market potential graph



## District centres retail floorspace potential table - aspirational scenario

## 4.4.4 Myaree mixed business area

Centre Name	Floorspace	Year									
		2013 (m <sup>2</sup> )	2014 (m <sup>2</sup> )	2015 (m <sup>2</sup> )	2016 (m <sup>2</sup> )	2017 (m <sup>2</sup> )	2018 (m <sup>2</sup> )	2019 (m <sup>2</sup> )	2020 (m <sup>2</sup> )	2021 (m <sup>2</sup> )	2022 (m <sup>2</sup> )
Bull Creek	Minimum	8,168	8,357	7,352	7,638	7,765	7,256	7,570	7,538	7,676	7,811
	Maximum	13,613	13,929	12,254	12,730	12,942	12,093	12,617	12,563	12,794	13,018
	Supply	13,894	13,894	13,894	13,894	13,894	13,894	13,894	13,894	13,894	13,894
Canning Bridge	Minimum	3,991	4,086	33,773	35,507	36,581	34,466	35,977	35,590	36,136	36,656
	Maximum	6,652	6,810	56,288	59,179	60,969	57,444	59,962	59,316	60,227	61,094
	Supply	5,424	5,424	16,624	16,624	16,624	16,624	16,624	16,624	16,624	16,624
Kardinya	Minimum	10,532	10,789	9,760	10,167	10,345	9,386	9,797	9,748	9,926	10,099
	Maximum	17,553	17,981	16,266	16,945	17,242	15,644	16,329	16,246	16,543	16,831
	Supply	15,792	15,792	15,792	15,792	15,792	15,792	15,792	15,792	15,792	15,792
Melville	Minimum	11,885	12,142	11,039	11,398	11,544	10,727	11,195	11,074	11,242	11,405
	Maximum	19,808	20,236	18,398	18,997	19,240	17,879	18,659	18,456	18,737	19,008
	Supply	9,526	9,526	9,526	9,526	9,526	9,526	9,526	9,526	9,526	9,526
Petra Street	Minimum	10,470	10,698	9,780	10,089	10,223	9,570	9,998	9,899	10,059	10,215
	Maximum	17,449	17,831	16,300	16,815	17,039	15,951	16,663	16,498	16,766	17,024
	Supply	9,217	9,217	9,217	9,217	9,217	9,217	9,217	9,217	9,217	9,217
Riseley Street	Minimum	9,041	9,257	8,212	8,553	8,685	7,887	8,236	8,151	8,279	8,402
	Maximum	15,069	15,428	13,686	14,254	14,474	13,145	13,727	13,585	13,799	14,004
	Supply	8,277	8,277	8,277	8,277	8,277	8,277	8,277	8,277	8,277	8,277

The Myaree Mixed Business precinct provides the largest industrial/service commercial area in the City of Melville (264,000m<sup>2</sup> of floor area at 2002) and provides a diversity of business, retail and light industrial functions. The Commercial Land Use Survey conducted by the Department for Planning in 2002 identified that Myaree contained over 18,168m<sup>2</sup> of retail (shopping) floorspace.

The Myaree Mixed Business area is the only true multi-purpose commercial activity centre in the City of Melville and is considered a zone in 'transition' like many other inner city industrial zones. Myaree is currently zoned for Industrial purposes under the Metropolitan Region Scheme. The City is planning to enhance the diversity and range of uses available



within the area. Future planning for the Myaree Mixed business area proposes the introduction of two local centre zones to recognise two distinct areas of retail that have emerged and provision for large format retail, car sales yards and large showrooms along the highway.

Community Planning Scheme No. 5 zoned the area “Mixed Business” providing for a variety of functions including industrial (light), showroom, retail, service commercial and warehouse.

A second industrial area is located on the boundary of the Cities of Melville and Fremantle at O’Connor (O’Conner Industrial Area) providing for larger scale manufacturing and traditional industrial uses and includes service commercial, showroom and general business uses. The two precincts support over 284 mixed business/commercial properties (2005 data).

A study is proposed of the O’Connor Industrial Area by the City’s of Melville and Fremantle in conjunction with the Department for Planning.

**Myaree Mixed Business Area retail floorspace potential table - aspirational scenario**

Floorspace	Year									
	2013 (m <sup>2</sup> )	2014 (m <sup>2</sup> )	2015 (m <sup>2</sup> )	2016 (m <sup>2</sup> )	2017 (m <sup>2</sup> )	2018 (m <sup>2</sup> )	2019 (m <sup>2</sup> )	2020 (m <sup>2</sup> )	2021 (m <sup>2</sup> )	2022 (m <sup>2</sup> )
Minimum	63,462	64,958	64,559	69,256	70,776	57,465	58,840	60,229	61,634	63,035
Maximum	105,770	108,263	107,598	115,426	117,961	95,776	98,067	100,382	102,723	105,058
Supply	60,226	60,226	60,226	60,226	60,226	60,226	60,226	60,226	60,226	60,226

Source: Pracsys 2013

**4.4.5 Employment**

The size of the City of Melville's labour force in 2011 grew in real numbers to 50,447 persons. The real number of those employed part-time also grew to 18,500 although the percentage only grew slightly to 36.7%. Full time workers also grew in real numbers to 29,079 although the percentage dropped slightly to 57.6%.

Analysis of the employment status of the population in the City of Melville in 2011 compared to the Perth Greater Perth shows that there was a similar proportion in employment, but a smaller proportion unemployed.

Overall, 95.9% of the labour force was employed and 4.1% unemployed, compared with 95.2 % and 4.8% respectively for the Perth Statistical Division.



The labour force participation rate refers to the proportion of the population over 15 years of age that was employed or actively looking for work. "The labour force is a fundamental input to domestic production. Its size and composition are therefore crucial factors in economic growth. From the viewpoint of social development, earnings from paid work are a major influence on levels of economic well-being." (Australian Bureau of Statistics, Australian Social Trends 1995).

Between 2001 and 2006 in the City of Melville the number of people in the labour force showed an increase of 3276 people, or 6.9%.

<b>Employment by industry sector, City of Melville Modelled data</b>							
Industry sector (2006 ANZSIC)	Jobs	% of total financial year end June 2011	Perth SD	Jobs	% of total financial year end June 2006	Perth SD	Change 2006 to 2011
	(number) financial year end June 2011		% financial year end June 2011	(number) financial year end June 2006		% financial year end June 2006	
Agriculture, Forestry and Fishing	160	0.4	0.7	322	0.9	1.1	-161
Mining	888	2.2	3.8	497	1.4	2.5	390
Manufacturing	1,716	4.3	7.8	2,124	5.9	9.8	-407
Electricity, Gas, Water and Waste Services	99	0.2	1.3	113	0.3	1.3	-14
Construction	4,237	10.6	9.6	3,255	9.1	9.8	981
Wholesale Trade	652	1.6	3.9	1,029	2.9	4.3	-376
Retail Trade	6,100	15.3	10.7	6,551	18.3	11.4	-451
Accommodation and Food Services	2,793	7	6.1	2,319	6.5	5.8	474
Transport, Postal and Warehousing	1,080	2.7	5.3	808	2.3	4.6	272
Information Media and Telecommunications	281	0.7	1.4	399	1.1	2.1	-118
Financial and Insurance Services	811	2	2.8	887	2.5	3.2	-76
Rental, Hiring and Real Estate Services	917	2.3	1.8	917	2.6	2	0
Professional, Scientific and Technical Services	3,051	7.6	9.1	2,353	6.6	8	698
Administrative and Support Services	949	2.4	3.7	917	2.6	3.7	32
Public Administration and Safety	839	2.1	6.1	975	2.7	6.8	-136
Education and Training	5,999	15	8.2	4,633	12.9	7.3	1,366
Health Care and Social Assistance	6,402	16	11	5,295	14.8	10.3	1,107
Arts and Recreation Services	544	1.4	2	438	1.2	1.8	105
Other Services	2,423	6.1	4.7	1,994	5.6	4.2	429
<b>Total industries</b>	<b>39,949</b>	<b>100</b>	<b>100</b>	<b>35,834</b>	<b>100</b>	<b>100</b>	<b>4,115</b>



### Employment status

City of Melville - Total persons (Usual residence)	2011			2006			Change 2006 to 2011
	Number	%	Greater Perth %	Number	%	Greater Perth %	
Employed	48,372	95.9	95.2	45,777	97.0	96.3	+2,595
Employed full-time	29,079	57.6	60.2	27,558	58.4	60.9	+1,521
Employed part-time	18,500	36.7	33.1	17,169	36.4	32.8	+1,331
Hours worked not stated	793	1.6	1.9	1,055	2.2	2.7	-262
Unemployed (Unemployment rate)	2,075	4.1	4.8	1,394	3.0	3.7	+681
Looking for full-time work	966	1.9	2.7	641	1.4	2.1	+325
Looking for part-time work	1,109	2.2	2.0	752	1.6	1.6	+357
<b>Total Labour Force</b>	<b>50,447</b>	<b>100.0</b>	<b>100.0</b>	<b>47,171</b>	<b>100.0</b>	<b>100.0</b>	<b>+3,276</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2006 and 2011.  
Compiled and presented by [.id](#) the population experts. (Usual residence data)



## 4.4.7. Housing Affordability

### 4.4.6.1 Housing rental payments

#### Housing rental payment quartiles

City of Melville	2011			2006		Change	
	Number	%	Greater Perth	Number	%	Greater Perth	2006 to 2011
Lowest group	1,426	17.8	17.6	1,164	16.4	18.6	+262
Medium lowest	1,245	15.5	23.4	1,129	15.9	25.0	+116
Medium highest	2,055	25.6	29.1	1,915	27.0	28.1	+140
Highest group	3,293	41.1	29.8	2,878	40.6	28.2	+416
<b>Total households renting</b>	<b>8,021</b>	<b>100.0</b>	<b>100.0</b>	<b>7,087</b>	<b>100.0</b>	<b>100.0</b>	<b>+934</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2006 and 2011.  
Compiled and presented by [.id](#), the population experts. (Enumerated data)



Rental payment quartiles allow us to compare relative rental liabilities across time. Analysis of the distribution of households by rental payment quartiles in the City of Melville compared to the Perth Statistical Division shows that there was a larger proportion of households in the highest payment quartile. An interesting change between 2006 and 2011 is the increase in the proportion within the lowest quartile.





#### 4.4.6.2 Housing loan repayments

##### Housing loan repayment quartiles

City of Melville	2011			2006			Change
Quartile group	Number	%	Greater Perth	Number	%	Greater Perth	2006 to 2011
Lowest group	2,604	23.5	23.2	2,038	19.4	23.0	+566
Medium lowest	2,245	20.3	24.5	2,103	20.1	24.6	+142
Medium highest	2,412	21.8	25.8	2,591	24.7	25.8	-179
Highest group	3,807	34.4	26.5	3,751	35.8	26.7	+55
<b>Total households with a mortgage</b>	<b>11,070</b>	<b>100.0</b>	<b>100.0</b>	<b>10,485</b>	<b>100.0</b>	<b>100.0</b>	<b>+584</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2006 and 2011.

Compiled and presented by .id, the population experts. (Enumerated data)



Housing loan repayment quartiles allow us to compare relative repayment

liabilities across time. Analysis of the distribution of households by housing loan repayment quartiles in the City of Melville compared to the Perth Statistical Division shows that there was a larger proportion of households in the highest repayment quartile, but a smaller proportion in the other quartiles except the lowest repayment quartile.

The most significant change in the City of Melville between 2006 and 2011 was in the lowest group quartile which showed an increase of 566 households.

#### 4.4.6.2 Dwelling structures

##### Dwelling structure

City of Melville	2011			2006			Change
Dwelling type	Number	%	Greater Perth	Number	%	Greater Perth	2006 to 2011
Separate house	31,858	79.5	76.7	30,829	79.8	77.4	+1,028
Medium density	7,592	18.9	17.9	7,244	18.7	17.8	+347
High density	596	1.5	4.8	518	1.3	4.1	+78
Caravans, cabin, houseboat	0	0.0	0.4	35	0.1	0.5	-35
Other	10	0.0	0.1	11	0.0	0.1	-1
Not stated	29	0.1	0.1	10	0.0	0.1	+19
<b>Total Private Dwellings</b>	<b>40,085</b>	<b>100.0</b>	<b>100.0</b>	<b>38,648</b>	<b>100.0</b>	<b>100.0</b>	<b>+1,437</b>

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2006 and 2011.

Compiled and presented by .id, the population experts. (Enumerated data)



In 2011, there were 31,858 separate houses in the area and only 7,592 medium density dwellings, with 596 high density flats and apartments.

Analysis of the types of dwellings of the households in the City of Melville compared to the Greater Perth shows separate houses still made up 79.5.0% of dwellings in 2011; medium density dwellings were 18.9%; while 1.5% were high density dwellings, compared with 76.7%, 17.9%, and 4.8% respectively in Greater Perth.



The largest changes in the type of dwellings occupied by households in the City of Melville between 2006 and 2011 were:

- Separate house (+1,028 dwellings);
- High density dwelling (+78 dwellings), and;
- Medium density dwelling (+347 dwellings).

Despite this growth, higher density dwellings are still well below the Perth average.

#### **4.5 Tourism and visitors, including attractors and facilities**

##### **4.5.1 Tourism promotion of the City of Melville**

The aim of a tourism component of a local planning strategy is to provide local government and the community with direction on tourism development by establishing a land use planning framework for tourism. It is recommended in WAPC Planning Bulletin 83 that the tourism component of a local planning strategy will need to address current and future demand, identify tourism sites and provide guidance on tourism development zones and infrastructure needs.

There are no areas set aside specifically as tourism development areas nor is there seen as a need for such a category within the City. Provision for mixed use developments within the Canning Bridge, City Centre and Murdoch activity centres will allow for short term accommodation and other facilities relevant to the local tourism market.

Sites attracting tourism identified in the City of Melville include those listed in the following table:

##### **4.5.2 Heritage tourism strategy**

Through the South West Corridor Development and Employment Foundation (SWCDEF) an investigation of current tourist activities and potential for development of this industry in the south west region was conducted in September 2007. The overall outcome of the investigation recognised that a co-ordinated approach to Tourism Development (inclusive of heritage places) was strongly supported.

At the present time, the City of Melville does not have a strategy for promoting the heritage and tourism assets of the City of Melville. The Corporate Plan recognises the need to address this as a means of building community identity, connectedness and spirit. The preparation of a Heritage and Tourism Strategy is scheduled for development in the near future.



Attraction	Natural	Interpretation	Built Heritage	Commercial	Recreation	Eating Out	Landscape
Piney Lakes Reserve	Woodland remnants	Environmental centre and night walk	2001 Sustainable Development	Conference facilities	Sensory Playground Walk Trails		Open space, parks, lakes and bushland
Point Walter	Limestone cliffs and river edge			Recreation camp	Swimming and Jetty	Cafe Barbeques	River and park Views
Heathcote	Natural bushland and river edge		1929 Hospital buildings	Education and meeting facilities	Children's Playground and park Gallery Walk and Cycle Paths	Bluewater Cafe Barbeques	River views
Wireless Hill	Banksia woodland	Communications museum	1912 buildings		Wildflower Walk	Barbeques	River views
Atwell House			1933 homestead		Art Gallery		
Deepwater Point					Boat launching ramp and ski area Beach	Café Barbeques	River and park views
RAAFA Aviation Museum		Air museum with world class collection of 30 aircraft and 165 displays					
Miller Bakehouse Museum		Bakehouse Museum	National Trust classified 1935 residential bakery				
Melville Discovery Centre		Social and natural history interactive displays					
Raffles Hotel		Remnants of 1896 building	1937 art deco building			Bars and restaurants	River views
Canning Bridge		Public Art	1934 art deco Applecross Hall 1939 Timber bridge,	Boutique Shops	Cycling, Walking, Fishing, Rowing	Bars and Restaurants	River views, public art.



Attraction	Natural	Interpretation	Built Heritage	Commercial	Recreation	Eating Out	Landscape
Applecross Foreshore					Walk and cycling paths		River and park views
South of Perth Yacht Club				Conference facilities	Sailing		River views
Lucky Bay Foreshore					Sail boarding Kite boarding Cycling and walking paths		
Alfred Cove Marine Park	Habitat for 140 bird species				Bird watching Cycling and walking paths		River edge
Ken Hurst Park	Grand Spider Orchids						Banksia woodland
Point Walter Golf Course	Banksia woodland				18 hole golf course		River and park views
Melville Glades Golf Course	Kangaroos				18 hole golf course		
Garden City				Major shopping centre		Restaurants, food hall and cafes	
Applecross Village				Shopping village	Jacaranda Festival	Restaurants and cafes	
Riseley Centre				Boutique shopping		Restaurants and cafes	
Fremantle Cemetery		Bon Scott's memorial, Porecelli sculptures and genealogical resource	From 1899				

Heathcote and Point Walter would be included as priority sites in this list.



## 4.6 Recreation and open space

Environmental issues which relate to land use and development within the City can be focused around the following elements:

- Parks and Open Space (Regional and Local)
- Native bushland and wetlands
- The Swan and Canning Rivers and foreshore
- Streetscape vegetation
- Global Warming and Climate Change with reference to built environment and general land use issues: (Refer Sustainability Section)
  - Stormwater Disposal/Drainage
  - Water Usage
  - Water Wise Gardening
  - Solar Access
  - Recycling

### 4.6.1 Open space strategy review

The City's Public Open Space Strategy was reviewed in 2004 taking into account requirements for public open space under the Western Australian Planning Commissions (WAPC) Policy DC 2.3 and the WAPC Liveable Neighbourhoods Community Design Code.

This WAPC policy is based on a residential density of R20 (20 dwellings per ha). The City presently has a lower average residential density of around R14.5. The review considered all the landscaped closed roads, public parks and reserves and also considered the potential of State school ovals for public use and focused largely on the issues of quantity and walkability to open space.

The City has entered into agreements with a number of schools to allow joint use of school ovals for local open space purposes and school use.

The study found that city wide distribution of open space including school ovals, local, district and regional open space was 20% when compared with the standard 10% public open space requirements as dictated under State policy.



Shortfalls in percentage of open space identified for sectors of older suburbs at north Melville and Willagee under the study have been partly addressed with the acquisition of land at the Melville Primary School site, Carawatha Primary School site in East Willagee, Water Authority land in Clive Street, Mt Pleasant and Western Power land in Murray Road, Bicton.

Some shortfall in quantity of open space will still remain in Melville southern sector (refer inserted open space plans).

Within the suburbs of Bicton, Palmyra and Southern portion of Melville many residents do not have access to POS within 400 metres walking distance of most dwellings.

Further, some parks in Palmyra may be considered to be undersized i.e. below 5000m<sup>2</sup> in area.

Opportunities may be available to ensure that additional public open space is available in Palmyra with future proposals being considered for the residential development of the Egg Board Site on Leach Highway.

A number of sites that are used as parks are not currently reserved for open space under Community Planning Scheme number 5. There are also several parks that have previously been reserved as Local Parks and Recreation which have been reclassified as Regional Parks and Recreation.

It is proposed that some of these anomalies be rectified in the review of the Local Planning Scheme. Further, Council wishes to reclassify portions of unused/closed road reserves as parks and recreation reserve.

Overall the City has sufficient open space in accordance with the 10% standard or 33.6 m<sup>2</sup> per head of population to cater for population growth from the current 100,000 person approximately up to around 300,000 persons.

Careful consideration will need to be given to proposals for further increases in residential densities in those suburbs with deficiencies in quantity of open space and more particularly where a walkable catchment cannot be provided to most residences. It will also be paramount to reconsider the use and classification of public spaces to recognise the importance of other spaces apart from the traditional green reserves as areas of recreation, especially in an increasingly urban environment.



Providing enough funds for the acquisition of open space will provide a challenge and the City will need to consider methods of raising funds through infrastructure contribution requirements and community benefit.

Further reviews should include public spaces as well as consideration of quality of open space within the City.

#### PERCENTAGE OPEN SPACE

	Defacto OS/ROS/POS	ROS/POS	POS-DC2.3 (WAPC Policy)
Bicton	25%	24%	3%
Attadale	32%	29%	5%
Palmyra	4%	3%	3%
Melville	9%	8%	8%
Alfred Cove	20%	20%	1%
Myaree	11%	11%	11%
Willagee	10%	9%	8%
Kardinya	15%	14%	14%
Booragoon	18%	16%	16%
Winthrop	21%	21%	10%
Murdoch	28%	25%	7%
Bateman	17%	14%	9%
Ardross	18%	16%	7%
Applecross	14%	14%	5%
Mt Pleasant	7%	6%	5%
Brentwood	26%	23%	10%
Bull Creek	29%	26%	14%
Leeming	36%	35%	10%

\* \$5 million purchase of POS in 2008

*Defacto OS/ROS/POS = School Ovals + Regional Open Space + Local Open Space*

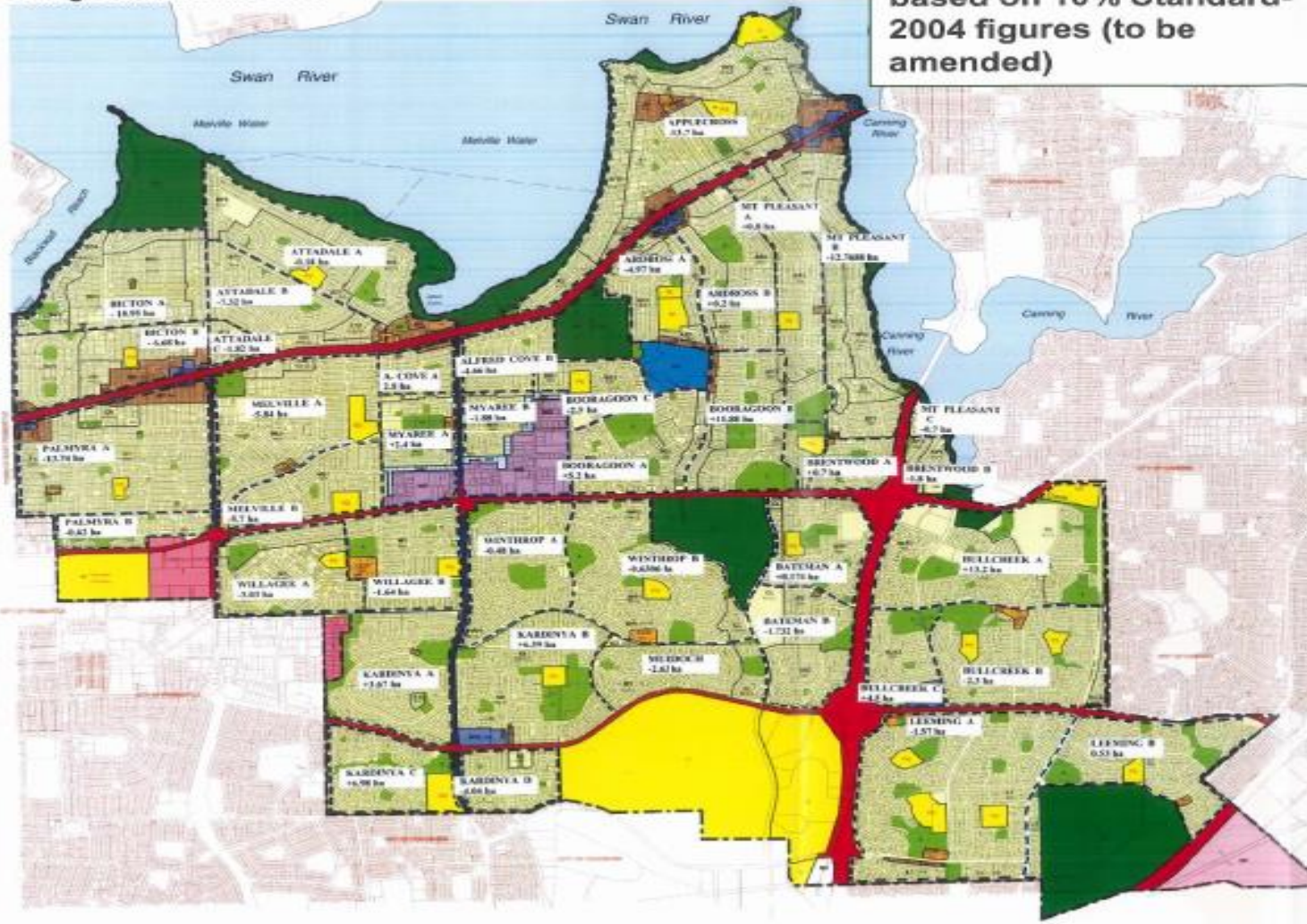
*\* ROS/POS = Regional Open Space + Local Open Space*

*\* POS - DC 2.3= Local Open Space provided in accordance with State Govt Policy*



Note: Plan does not include 2008 purchase of Willagee and Melville sites.

POS deficiency/surplus based on 10% Standard-2004 figures (to be amended)



CITY OF MELVILLE  
COMMUNITY  
PLANNING SCHEME  
No. 5  
CONSOLIDATED  
**SCHEME MAP**  
AS APPROVED BY THE COUNCIL

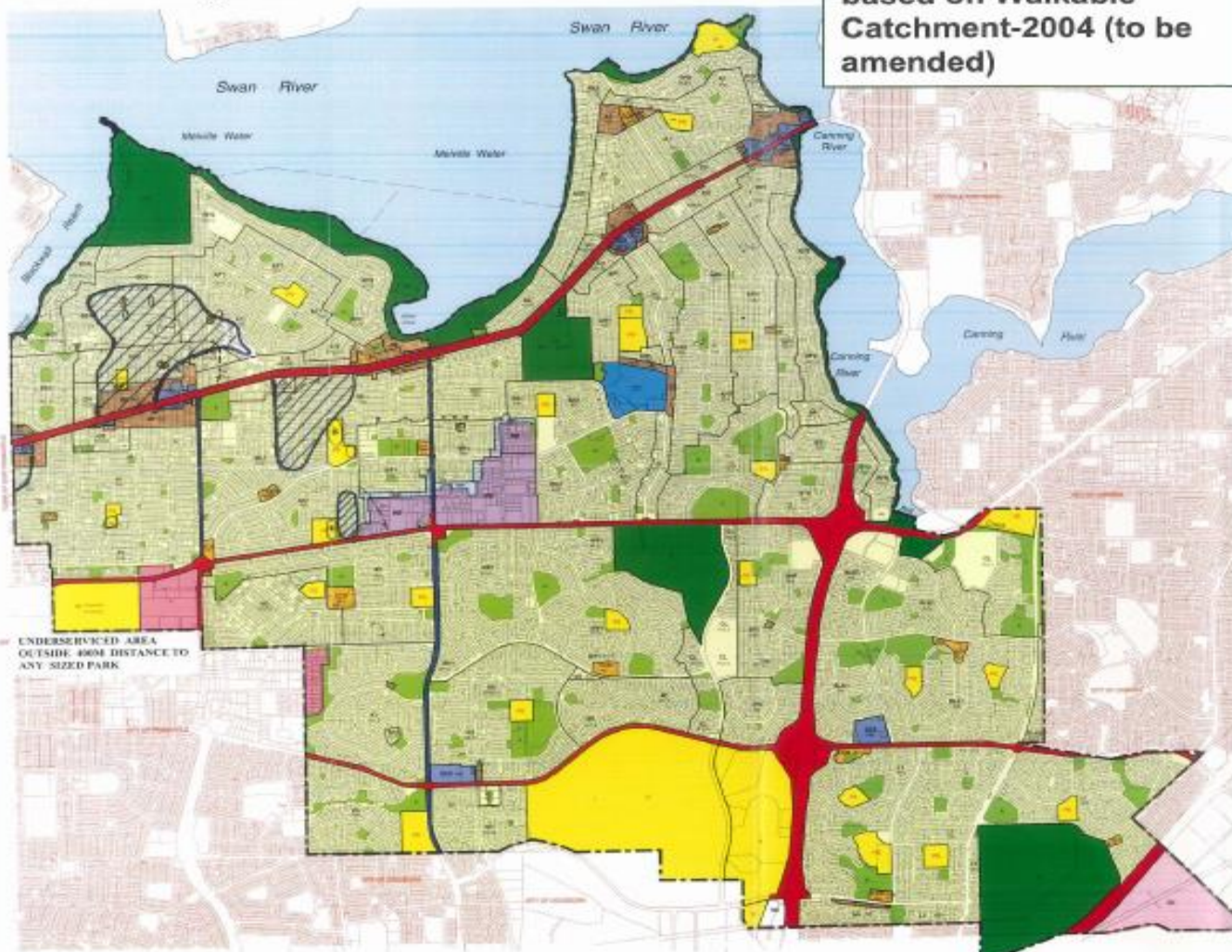
REGIONAL RESERVES	
PARKS AND RECREATION	10
PUBLIC PURPOSES	11
HOSPITAL	12
TECHNICAL SCHOOL	13
HIGH SCHOOL	14
UNIVERSITY	15
SPECIAL USES	16
WATER AUTHORITY OF WA	17/18
COMMONWEALTH GOVERNMENT	19
ROADS	
PRIMARY REGIONAL ROAD	20
OTHER REGIONAL ROADS	21
PRIVATE	22
LOCAL RESERVES	
LOCAL OPEN SPACE	23
PUBLIC PURPOSES	24
PRIMARY SCHOOL	25
OTHER	26
PRECINCTS	
LIVING AREAS	27
CITY CENTRE	28
DISTRICT CENTRE	29
COMMUNITY CENTRE FRAMES	30
COMMUNITY CENTRES	31
MIXED BUSINESS	32
MIXED BUSINESS FRAME	33
INDUSTRIAL	34
DEVELOPMENT	35
OTHER	
PRECINCT CODE	36
REGIONAL PLANNING CODE	37
IDENTITY	38
HERITAGE PLACE	39
NATURE CONSERVATION	40
ACTIVE RECREATION	41
SCHEME BOUNDARY	42
PRECINCT AND H CODE BOUNDARY	43
ADDITIONAL USES	44





Note: Plan does not include 2008 purchase of Melville and Willagee sites.

**POS deficiency/surplus based on Walkable Catchment-2004 (to be amended)**



**CITY OF MELVILLE  
COMMUNITY  
PLANNING SCHEME  
No. 5  
CONSOLIDATED  
SCHEME MAP**

<b>REGIONAL RESERVES</b>	
PARKS AND RECREATION	■
PUBLIC PURPOSES	■
HOSPITAL	10
TECHNICAL SCHOOL	15
HIGH SCHOOL	100
UNIVERSITY	5
SPECIAL USES	50
WATER AUTHORITY OF WA	1000
COMMONWEALTH GOVERNMENT	50
<b>ROADS</b>	
PRIMARY REGIONAL ROADS	■
OTHER REGIONAL ROADS	■
<b>TRAILWAYS</b>	■
<b>LOCAL RESERVES</b>	
LOCAL OPEN SPACE	■
PUBLIC PURPOSES	■
PRIMARY SCHOOL	15
OTHER	■
<b>PRECINCTS</b>	
LOBBY AREAS	■
CITY CENTRE	■
DISTRICT CENTRES	■
COMMERCIAL CENTRE FRAME	■
COMMUNITY CENTRES	■
MIXED BUSINESS	■
MIXED BUSINESS FRAME	■
INDUSTRIAL	■
REDEVELOPMENT	■
<b>OTHER</b>	
PRECINCT CODE	ML1
RESIDENTIAL PLANNING CODE	100
DENSITY	10
HERITAGE PLACE	10
NATURE CONSERVATION	10
ACTIVE RECREATION	10
SCHEME BOUNDARY	---
PRECINCT AND R. CODE BOUNDARY	---
ADDITIONAL LINES	---



#### **4.6.2 Green plan (City of Melville)**

The development of a Green Plan for the City of Melville provides a strategy for bushland conservation and management, amenity enhancement and a rationalised approach to the enhancement and greening requirements of parks, bushland, major/ minor road reserves, non council land and private land.

The City of Melville comprises 40 reserves of managed bushland, ranging from 0.5 to 68 hectares in size.

In addition the City maintains 155 parklands and partial bushland reserves including the Swan and Canning River foreshore, which extends over 18 km along the northern and eastern boundary of the municipality. Of the 155 parkland and partial bushland reserves, 131 are focused generally towards recreation based activities rather than bushland conservation or landscape.

The objectives of the Green Plan are to:

- Ensure the long term conservation of remnant bushlands, wildlife corridors and significant habitat;
- Attempt to establish ecological links between significant habitat areas;
- Restore and rehabilitate vegetation communities and ensure the long term viability of existing flora;
- Establish a baseline environmental data set and overall vegetation inventory for the City of Melville, which will act as a tool for environmental planning and management, and will also provide important information on the conservation status of vegetation communities; and
- Educate the local community on vegetation management issues and foster its involvement in maintaining remnant bushlands, whilst encouraging local residents to participate in the regeneration or enhancement of public or private land.

#### **4.6.3 Swan and Canning Rivers and foreshore**

State Planning Policy 2.10: Swan - Canning River System provides:

- a Vision statement for the future of the Swan - Canning River systems;
- policies based on the guiding principles for future land use and development in precincts along the river system; and
- performance criteria and objectives for specific precincts.

The Swan River Trust also provides policies to control development around the river foreshores.



#### **4.6.4 Acid sulfate soils**

The Planning Guidelines set out in the WAPC Planning Bulletin 64/2009 provide information and advice on the relevant considerations to be taken into account in planning decision making for land containing acid sulfate soils.

Relevant impacts of acid sulfate soils include the following:

- Adverse changes to soils and water quality;
- Deterioration of ecosystems;
- Local and regional loss of biodiversity;
- Loss of groundwater and surface water resources used for irrigation and other purposes;
- Human health concerns; and
- Corrosion of engineering works and infrastructure.

The WAPC has produced mapping which identifies land in the City of Melville which is susceptible to acid sulfate soils.

Areas of interest are located in selective locations on low lying foreshore areas in Alfred Cove and Attadale and are described as having either high or moderate risk of acid sulfate soils.

Development within these areas should be undertaken in accordance with ‘best practices’ relating to acid sulfate soil management.

#### **4.7 Community facilities**

The residents of the City of Melville are well supplied with community facilities. The current facilities are adequate for the anticipated population growth in most areas.

The two areas that anticipate an increase in facilities is in the area of Child Care and aged housing. There will be a need to consider opportunities to encourage both a diversity of housing and innovation in the supply of housing to cater for the needs of the aging population. It will also be important to consider the opportunities for Child Care within the reviews of future Local Planning Schemes to ensure adequate facilities are available for the growing number of families. Monitoring the population projections in these areas will ensure the growth in facilities anticipates the growth in population.

The following facilities are currently offered in the City of Melville. The table shows the number of facilities currently available and the number that will be required to service the population in 2031.

The City, on a regular basis, undertakes an assessment of the provision of community services, for a projected population base, against recognised Australian Standards such as



those set out in the *Australian Model Code for Residential Development* (AMCORD).

In 2003 the City achieved a 78% compliance with AMCORD, 2006 saw 85% compliance and a more recent review indicates 89.5% compliance.

The review shows that facilities and services in the City were equal to or above the recommended standards (for the projected population) in all areas with the exception of:

- Nursing Home Beds (239 beds short);
- Child Care not associated with schools ( 638 places short);
- Out of School Child Care ( 2 facilities short); and
- Fire and Rescue Services (1 facility short).

In terms of Commercial, Health, Recreation, Education and Community Development facilities and services the residents of the City of Melville are well serviced in both public and private facilities.

Further investigations will be undertaken with respect to community needs for facilities and services in the Neighbourhood Planning and Community Needs surveys.

Community Development will develop, facilitate and support the community in the following areas;

- Neighbourhood Planning and Development;
- Research, Support, Policy and Planning; and
- Service Delivery.

Areas of focus include:

Neighbourhood Planning: Community Facility Management, Neighbourhood Development, Community Engagement, and Relationship Building.

Research, Support, Policy & Planning: Research, Policy Development, Support for Neighbourhood Planning, Arts, Festivals and Events, Grant Funding and Community Engagement

Service Delivery: Financial Counselling and Emergency Relief Services, Museums and Local History and Volunteering.

Neighbourhood planning is the next step in finding out in more detail what is important to people in their local communities. A Neighbourhood is a collection of communities determined by physical boundaries that include hubs such as libraries, community centres, shopping areas and parks. Four Neighbourhoods have been identified to continue future planning for our community.



Facility	2013 Desired Ratio provision	2031 Current provision	Desired
<b>Activity Centres (see 4.4)</b>			
Neighbourhood/Local	1:3,500 – 6,000 persons	31	19-32
District Centre	1:25,000-50,000	6	2-4
Regional Centre	1:50,000-100,000	1	1-2
<b>Group Housing</b>			
Special Groups/Disabled	1:30,000	6	3
<i>Housing for Ageing</i>	<i>Assume 15,946 70+</i>		
Self Care	1:10,000 – 15,000	15	7-11
Hostel	40 beds:1,000 of 70+ yrs	449	637
Nursing Home	55 beds:1,000 of 70+ yrs	538	877
<b>Emergency Accommodation</b>			
Youth	1:50,000	3	2
Women	1:80,000-	8	1
Family	1:90,000	2	1
<b>Health Facilities</b>			
Hospital	1.6 beds:1,000 persons	401	1358
Health and Medical Centres	1:3,000	43	38
<b>Care Facilities</b>			
Aged Persons Facility/Day Centre	1:2,000 70 yrs+	7	7
Community Care	1:10,000 – 20,000	11	5-11
Family Centre	1:80,000	2	1
Child Care	300 places:1,000 (0-4 yrs)	750	1683
<b>Education</b>			
Kindergarten	1:4,000 - 6,000	24	19-28
Pre-Primary	1:4,000 – 6,000	25	19-28
Primary Schools	1:1,500 – 1,800 households	26	25-30
High Schools	1:4-5 primary schools	11	5-7
<b>Recreation</b>			
Youth Centre			
Small	1:10,000	13	11
Major	1:20,000	5	5
Community Hall			
Small	1:10,000	9	11
Major	1:20,000-30,000	5	3-5
District Indoor Recreation	1:60,000	3	1
Aquatic Centre	1:120,000	2	1
<b>Other Facilities</b>			
Post Office	1:50,000	15	2
Fire and Rescue Service	1:50,000	1	2
State Emergency Services	1: Local Government	1	1
Police Station	1:55,000	2	2
Ambulance Station	1:100,000	1	1
Library Branch	1:20,000	6	5



## 4.8 Urban design, character and heritage

In 1994 the City of Melville first Municipal Heritage Inventory was prepared by consultants Hocking Planning and Architecture Pty Ltd. In mid 2002, the City commenced a review of the initial inventory in accordance with Section 45 of the *Heritage of Western Australia Act 1990*. The outcome of that review produced a revised list of places of heritage significance (largely made of the initial list plus new listings) and a review of the management category system of listing places of significance.

The Australian Oxford Dictionary defines heritage as:

*Anything that is or may be inherited; inherited circumstances, benefits etc.; a nations historic buildings, monuments, countryside especially when regarded as worthy of preservation.*

Heritage may include natural and cultural heritage, the latter resulting from human activity. Cultural heritage extends beyond buildings only, and can include landscapes, artefacts, and cultural institutes. The City of Melville has chosen the broad definition of ‘buildings’ as defined in the Act, and this allows for the recognition and/or conservation of places of heritage interest, for example landscape features and parks as well as historic or significant buildings or structures.

The intent of the heritage inventory process at a local level focuses on events and developments in Melville’s history since the arrival of European settlers. It is not an attempt to record the legacy of Aboriginal occupation prior to European settlement.

A review of the Municipal inventory was completed and adopted in June 2014 and will be incorporated in the Local Planning Strategy and Local Planning Scheme prior to gazettal.

### 4.8.1 National Trust listing of classified places in the City of Melville

Sites listed with the National Trust include:

- Applecross District Hall
- Raffles Motor Hotel
- Wireless Hill Park Museum Group (former Telecommunications Station) comprising:
  - Operators Building (now Caretakers Cottage)
  - Engine House (now Museum)
  - Store
  - Wireless Masts (now lookout towers x3)
  - Village (2-8 Hickey Street)
- Heathcote Hospital Precinct



- Miller Bakehouse
- Hotel Majestic (demolished)
- Applecross Primary School (original school room and quarters)
- Grasmere (Bateman Homestead)

#### **4.8.2 Register of the National Estate places within the City of Melville**

Sites listed on the National Estate Database include:

- Grasmere (Bateman Homestead)
- Ken Hurst Park and adjacent lands, Leeming – indicative place
- Blue Gum Swamp, Mount Pleasant
- Applecross Primary School and Teachers Quarters, Applecross
- Alfred Cove/Point Waylen Area, Attadale
- Point Walter Migration Reception Centre, Bicton
- Wireless Hill Park, Ardross
- Canning Bridge
- Beelie Regional Park and Adjacent Areas, Beelie

#### **4.8.3 Register of heritage places (State registered) within the City of Melville**

Sites entered in the Register of Heritage Places pursuant to Section 51 of the *Heritage of Western Australia Act 1990* include:

- Grasmere (Bateman Homestead)
- Applecross Primary School (original buildings)
- Miller Bakehouse Museum
- Wireless Hill Park
- Senior Telegraphist’s Residence – Wireless Hill Park
- Operators Accommodation, “the Barracks” – Wireless Hill Park
- Technicians House – Wireless Hill Park
- Managers House – Wireless Hill Park
- Raffles Hotel
- Applecross District Hall
- Heathcote Hospital
- Canning Bridge

#### **4.8.4 City of Melville municipal heritage list of sites of significance**

As a result of the review finalised in 2014, 70 sites of significance are included in the City of Melville list of significant places:



Name	Location	Reference	Scheme List
Atwell House Arts Centre	586 Canning Highway, Alfred Cove	AC01	Yes
Alfred Cove Reserve	Alfred Cove/Attadale Foreshore	AC02	Yes
Swan Estuary Marine Park	Alfred Cove in Swan River	AC06	Yes
Heathcote Hospital	Point Heathcote, Duncraig Road, Applecross	AP01	Yes
Point Dundas Jetty, Majestic Hotel Site, Boardwalk & Applecross Jetty	Point Dundas, Applecross	AP02	Yes
Lemon Scented Gum Tree	Verge 124 Kintail Road, Applecross	AP03	
Sir James Mitchell's Tree	Verge, SE corner Kintail/Matheson Streets, Applecross	AP04	
RSL Hall	98 Kintail Road, Applecross	AP05	Yes
Applecross Primary School, incl school house, pavilion & bell tower	65 Kintail Road, Applecross	AP06	Yes
St George's Church	80 Kintail Road, Applecross	AP07	
District Hall/Tivoli Theatre	2 Kintail Road, Applecross	AP08	Yes
Raffles Hotel	67-71 Canning Beach Road, Applecross	AP09	Yes
German Jetty Site	Foreshore Melville Beach Road/Cunningham Street, Applecross	AP11	
Charabanc Terminus Site	Verge 76 Ardross Street, Applecross	AP13	
Coffee Point Boatyard/Slipway/Wharf Site	Foreshore Canning Beach Road/Flanagan Street, Applecross	AP14	Yes
Canning Bridge	Canning Highway, Applecross	AP20	
Jacaranda and Plane Street Trees	Verges Applecross	AP21	
Point Heathcote Lower Land	Point Heathcote, Duncraig Road, Applecross	AP22	Yes
South of Perth Yacht Club	Coffee Point, Applecross	AP23	
Reserve Wireless Hill Park, Museum, 4 Houses, Trails, MB Fig & Eucalypt	Wireless Hill Park, Ardross	AR01	Yes
Lemon Scented Gum Tree	Verge 17 Hickey Street, Ardross	AR10	
Scar Tree	Verge 131 Ardross Street, Ardross	AR11	Yes
Applecross Senior High School - Site and landscape only	Links Road, Ardross	AR12	
Norfolk Island Pine Trees	Verge Corner Prinsep/Swan Roads, Attadale	AT01	
Admin Building and Chapel Santa Maria College	21-38 Moreing Road, Attadale	AT05	Yes
Attadale Reserve and Troy Park	Attadale Foreshore	AT06	
The Cove restaurant (former house)	568 Canning Highway, Attadale	AT07	
RAAF Aviation Heritage Museum	12-18 Bull Creek Drive, Bull Creek	BC01	Yes
Dwelling	230 Preston Point Road, Bicton	BN01	Yes
Memorial Drive	Honour Avenue, Bicton	BN02	
Bicton Foreshore and Reserves, incl Stam's Tearooms Site	4 Durdham Crescent, Bicton	BN03	Yes
Fitzgerald & Son Panel beaters' Workshop	3 Point Walter Road, Bicton	BN04	Yes
Point Walter Reserve, incl Point Walter Golf Course and Blackwall Reach Reserve	Honour Avenue/Carroll Drive, Bicton	BN06	Yes
Point Walter former Army Camp Site and Watch House	Point Walter Recreation Camp, Stock Road, Bicton	BN07	
Hammersmith House	62-64 Waddell Road, Bicton	BN11	
Booragoon Lake	Booragoon Lake	BO01	Yes
Scar Tree	Verge Davy Street Bushland,	BO02	Yes





	Booragoon		
Grasmere	9 Spinaway Crescent, Brentwood	BR01	Yes
Bateman Reserve	Moonlight Cove, Brentwood	BR02	Yes
Rookwood Street Jetty	Foreshore Esplanade/Rookwood Street, Mount Pleasant	MP01	
Swan River Rowing Clubhouse	The Esplanade, Mount Pleasant	MP02	
Blue Gum Reserve	Canning Avenue, Mount Pleasant	MP03	Yes
Deepwater Point Reserve, Jetty and Sculpture Park	The Esplanade, Mount Pleasant	MP04	Yes
Quenda Wetland	South Street, Murdoch	MU01	Yes
Delicatessen & Antique Shop	58 Carrington Street, Palmyra	PA02	
Shop & Dwelling	61 Carrington Street, Palmyra	PA03	Yes
Original Roads Board Building	387 Canning Highway, Palmyra	PA05	Yes
Miller Bakehouse Museum and Park	59 Elvira Street, Palmyra	PA10	Yes
Palmyra Primary School	60 McKimmie Street, Palmyra	PA11	Yes
Dwelling	60 Petra Street, Palmyra	PA14	Yes
Fremantle Cemetery and Cottage	Carrington Street, Palmyra	PA15	Yes
Palmyra Police Station Lock Up	349 Canning Highway, Palmyra	PA19	Yes
Dwelling	27 Hammad Street, Palmyra	PA21	
Dwelling	25 Hammad Street, Palmyra	PA22	
Miller House	58 Hammad Street, Palmyra	PA23	Yes
Dwelling	19 McKimmie Road, Palmyra	PA24	
Dwelling	46 McKimmie Road, Palmyra	PA25	
Dwelling	46 Zenobia Street, Palmyra	PA27	
Old Corner shop and house	63 McKimmie Road, Palmyra	PA28	
Dwelling	33 Zenobia Street, Palmyra	PA30	
Dwelling	66 Zenobia Street, Palmyra	PA31	
Dwelling	54 Carrington Street, Palmyra	PA32	
Dwelling	5 Adrian Street, Palmyra	PA33	
Dwelling	3 Adrian Street, Palmyra	PA34	
Dwelling	26 Harris Street, Palmyra	PA35	
Dwelling	7 Palin Street, Palmyra	PA36	
Dwelling	32 Zenobia Street, Palmyra	PA37	
Piney Lakes Reserve	Leach Highway, Winthrop	WN01	Yes
Lemon Scented Gum Trees	North Lake Road/Leach Highway, Winthrop	WN03	
List of Reserves and Small Parks	- see Schedule 10.4 of LGI		Yes

The adopted heritage list contains buildings old and new, natural as well as built sites plus trees and trails all representative of the history and attributes of Melville. A review of the list and compilation of a new Municipal Heritage Inventory is currently underway expecting to be finalised in 2014.

Another means of ensuring the preservation of heritage and for continued recognition of the community benefit of retaining the history of an area or place is through ‘incentives’ offered to owners of history and heritage. An incentive package would:

1. promote the retention of culturally significant places listed in the City of Melville Municipal Inventory through incentives for preservation, maintenance and for the benefit of future generations;



2. ensure that development and redevelopment of heritage places provides for a sustainable and creative process of integrating the old with the new;
3. generate community awareness and ownership of local heritage and the development of 'sense of place'.

An incentive package could include the following:

Non-financial Incentives:

- Heritage awards program;
- Professional heritage advice;
- Development bonuses/variations;
- Transfer of plot ratio;
- Directory of services and discounts.

Financial Incentives:

- Rates, rebates or reductions,
- Low interest loans,
- Waiver of planning and building fees,
- Design subsidies,
- Heritage appeal,

Other Awareness Raising incentives:

- Newsletters,
- Feature articles in local media,
- Heritage page on website,
- Information brochure,
- Information kits,
- Community events linked to Heritage Week,
- School education,
- Displays,
- Trails, walks and site markers.

#### **4.9 Traffic and transport**

The City has an established transport network servicing all aspects of transport. The Kwinana freeway transects the city on a North South axis. Providing good access to and from the CBD and southern suburbs. The east/west connections of South Street, Leach Highway and Canning Highway provide local and regional access to and from the freeway. Access is also provided north bound at Farrington Rd and Cranford Ave. Leach Highway (east/west) and Stock Road (North/south) are part of the freight network to and from the port at Fremantle.



The City is well serviced by public transport with over 98% of properties within 400 metres of a bus stop. The Perth to Mandurah Rail line runs down the middle of the freeway reserve and provides access through stations at Murdoch, Bull Creek and Canning Bridge. All these stations have bus transfer facilities with strong bus connections to the surrounding suburbs. Although Park and Ride facilities are provided at Both Bull Creek and Murdoch, the major percentage of passengers arrive by bus. The local bus service through the City is also very good with 2 high frequency routes to the CBD as well as the connections to the stations. Many parts of the city are serviced by a frequency of 15 -30 minutes throughout the day. The District Activity centres are all connected by major bus routes. The only disparity in the service is a lack of direct connection from the majority of Bicton, Attadale and Applecross to Garden City.

The City of Melville also has an excellent cycle and pedestrian network with both commuter and recreation cyclists well catered for.

#### 4.9.2 Transport framework

A number of key studies and policies provide for a wide range of guidelines and actions for the City to consider in integrated transport planning.

Strategies such as the City of Melville Transport Strategy (2000) and Travelling Together (Integrated



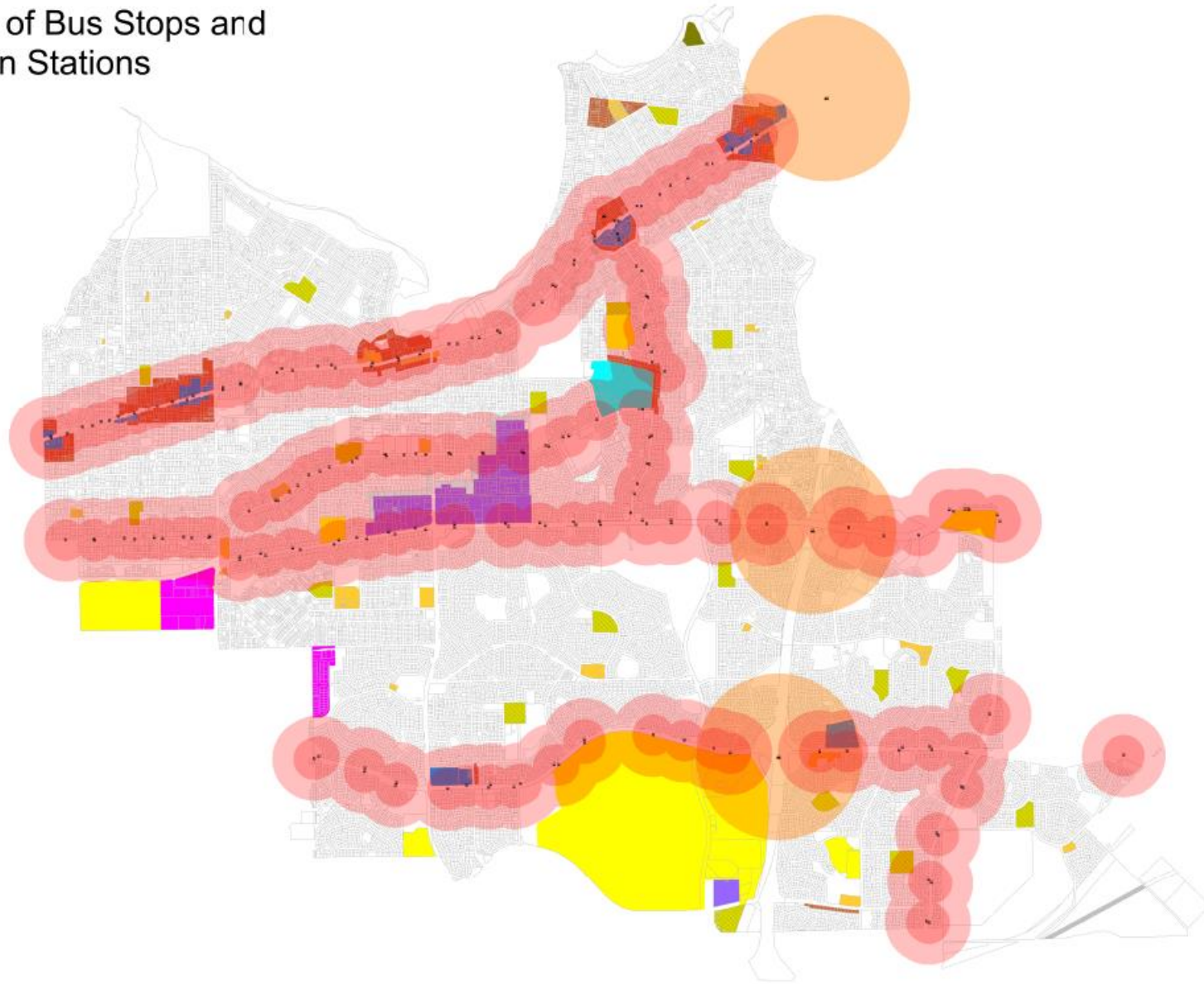
Regional Transport Plan for the South West Metropolitan Perth 2003) and the City of Melville Bicycle Plan are due for revision particularly in light of new major project areas within the City.

#### 4.9.3 Directions 2031 and beyond – Movement Network

The day-to-day functioning of a city is highly dependent on the effectiveness of its transport network. A significant amount of time, money and energy is consumed in the movement of people and goods around the city, so it is important that the movement network be as efficient as possible. The high frequency public transport connections in Perth and Peel are an important component of both the movement and activity centres networks. *Directions 2031* intends that these routes, with the exception of those located on high speed through traffic routes, will help to accommodate much of the region’s medium-density residential infill needs while providing strong connections between centres.



Non Residential Land Within  
200m, 400m of Bus Stops and  
800m of Train Stations



This network will need further strengthening in the future with the possible addition of new public transport connections as indicated in Figure (below): Conceptual future public transport connections. (*Directions 2031 P39*)

The routes shown along Canning Highway, Riseley Street, South Street, Marmion Street and Leach Highway will be considered as the initial focus to increase to a medium density residential environment. These will also be the focus of intensifying the activity centres and ensuring the connections of activity centres to the public transport network are improved.

#### **4.9.4 Melville Visions (Dialogue with the City 2006)**

Specific issues arising from Melville Visions 2006 (Dialogue with the City of Melville residents) relating to transport are that:

1. Safe crossings should be provided along all major roads and there is a need to create more transport corridors to alleviate traffic problems;
2. Transport needs to be re-directed off South Street to ensure that it remains an activity corridor; and
3. Specific traffic management recommendations put forward by the relevant agencies during the stakeholder interviews include:
  - a four-lane carriageway on Kwinana Freeway;
  - investigation of land use options in light of the deletion of FEB and Roe 8;
  - exploring options for southern access To Fiona Stanley Hospital which is seen as necessary for the success of the South Street Freeway interchange; and
  - to manage pedestrian safety and access along major roads;

#### **4.9.5 City of Melville Transport Strategy 2000**

The City of Melville Transport Strategy July 2000 Vision is that:

“Transport will contribute to the quality of life and economic development in the City of Melville with minimum adverse effects on residents and the natural environment.

A variety of safe, affordable and effective transport modes will be available for all sectors of the community”. The strategy sets benchmarks for 2010.

Issues for City of Melville include:

- Increase of traffic congestion especially on the major road system;
- Thru traffic on major roads including freight from east to west to the ports and industries on the coast;
- Poor use of public transport;



- Three new bus/train stations with parking and access problems;
- Road crashes (black spots);
- Parking demands in and around major Activity Centres and Bus/Rail Interchange stations;
- Poor pedestrian and cycling environments (quality and connectivity);
- Unnecessary vehicle movements in residential streets;
- Impact on residences and other uses e.g. Noise;
- Poor accessibility for people without access to private cars; and
- Poor access for people with disabilities.

Opportunities are presented for:

- Integration of transport and land use; and
- Complementary transport management.

E.g. Consider light rail or other high capacity options for some of the key bus routes that may be freed up with introduction of the rail/bus interchange.

#### **4.9.6 Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented development**

The City will, in accordance with WAPC policy, undertake structure planning around the three rail/bus transfer stations servicing the City.

The affected precincts around the Canning Bridge, Bull Creek and Murdoch stations are likely to contain land within approximately 10 -15 minutes walking time (a walkable catchment) from the station.

The policy objective is to maximise the benefits to the community of an effective well used public transport system by promoting planning and development that will sustain and support public transport.

This can be achieved by promoting higher residential densities and mixed-use developments, good access, employment opportunities and compatible land uses such as community and recreation uses in close proximity to stations.

Precinct planning has been initiated for the Canning Bridge station precinct and the Murdoch station precinct including the State Government owned land and the other three quadrants surrounding the interchange.



#### **4.9.7 State Planning Policy 5.4: Road and Rail Noise and Freight Considerations in Land Use Planning**

Leach Highway, South Street, Kwinana Freeway, Canning Highway and Stock Road south of Leach Highway are roads within the City which are likely to be affected by traffic noise issues which may require consideration of planning controls within the Scheme as recommended by draft WAPC policy pertaining to Transport Noise.

The policy does not apply retrospectively to pre-existing land uses along existing roads, however does:

- establish noise criteria to be used in the assessment of proposals for new residential or other noise-sensitive uses that is adjacent to an existing or proposed primary distributor road or railway;
- identifies measures that can be adopted to reduce road and rail traffic noise; and
- describes the circumstances when such measures are required.

The extension of Roe Highway from The Kwinana Freeway to Stock Road is considered to be an important factor in both access to the Murdoch Specialised Activity Centre and to alleviate the impact of freight on residential areas along Leach Highway. Currently the preferred freight route is from Roe Highway along Kwinana Freeway to Leach Highway and along Leach Highway to the Fremantle Port through Stirling Highway. Stock Road is considered the freight route from the south. This route still has a major impact on residential areas of Bateman, Brentwood, Winthrop, Booragoon, Willagee and Palmyra. Planning along this route should take into account the protection of the residential areas from the impacts of the freight route especially in terms of noise and limiting access to the highway; however the ultimate aim would be to reroute freight traffic along Roe Highway and Stock Road.

South Street and Canning Highway should be discouraged as through routes for freight and should instead be considered as public transport corridors.

#### **4.9.8 Road hierarchy and access**

Within the proposed Local Planning Strategy, the Primary distributor roads are those roads as designated on the Main Roads Western Australia adopted road hierarchy. The District distributor roads are the equivalent of District distributor A & B roads under the Hierarchy and Local distributor roads have now been incorporated into the local Scheme maps. Local Roads in the planning system are the equivalent to Access Roads in the Hierarchy.

Further investigation needs to be carried out to determine if Riseley Street and Murdoch Drive need to be re-classified from District Distributor B to District Distributor A roads.





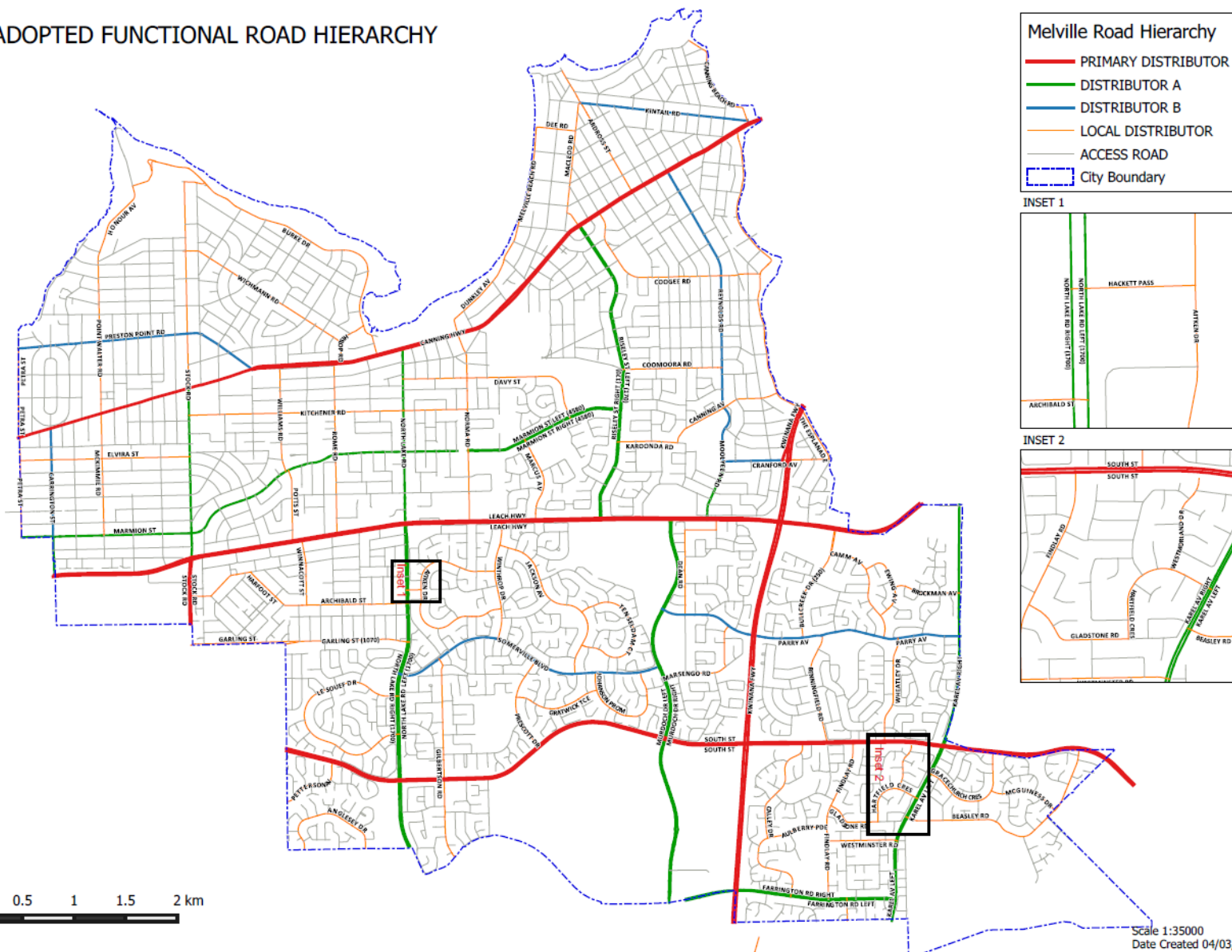


**ROAD HIERARCHY FOR WESTERN AUSTRALIA**  
**ROAD TYPES AND CRITERIA (see Note 1)**

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	<u>Built Up Area</u> - Maximum desirable volume 6 000 vpd. <u>Non Built Up Area</u> – up to 100 vpd.	<u>Built Up Area</u> - Maximum desirable volume 3 000 vpd. <u>Non Built Up Area</u> – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	<u>Built Up Area</u> 50 - 60 km/h (desired speed) <u>Non Built Up Area</u> 60 – 110 km/h (depending on design characteristics).	<u>Built Up Area</u> 50 km/h (desired speed). <u>Non Built Up Area</u> 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	<u>Built Up Area</u> – yes, where sufficient width and sight distance allow safe passing. <u>Non Built Up Area</u> – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' <i>Roadside Stopping Places Policy</i> .	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.



# MRWA ADOPTED FUNCTIONAL ROAD HIERARCHY



### TRANSPORT ROUTE FUNCTIONS

**TRAFFIC FUNCTION**

- Primary distributor road
- District distributor A road
- District distributor B road
- Local distributor street

**BICYCLE FUNCTION**

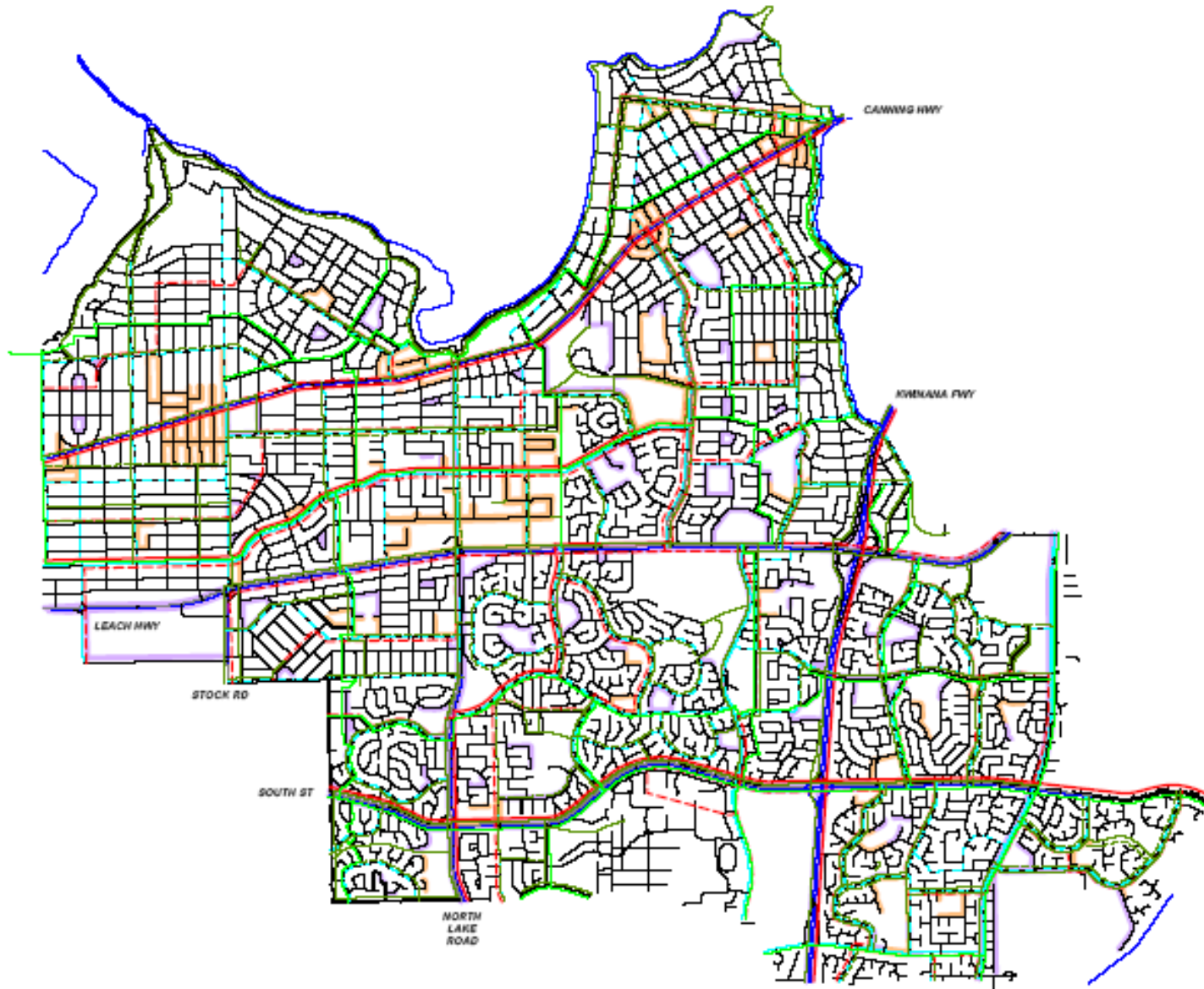
- On road bicycle route
- Off road bicycle route
- Melville bicycle route

**PUBLIC TRANSPORT FUNCTION**

- Regional bus route (Transitway, System 21, Circle Route)
- Local bus route (local and cross suburban)

**AMENITY FUNCTION**

- High adjacent amenity
- General adjacent amenity (not shown)
- Low adjacent amenity



Envis 20 Feb 2006

#### **4.10 Infrastructure services.**

An important consideration in planning for higher residential densities and increased commercial activity will involve ensuring that utility providers have planned for such development.

##### **4.10.1 Waste disposal**

The City as part of the South West Group uses waste disposal and waste recycling facilities in the City of Canning.

##### **4.10.2 Drainage**

Southern areas are serviced by a more urbanised system.

Older sections of the City in the north are serviced by drainage sumps which are subject to overflow during peaks.

There has been some rationalization and disposal of sumps.

The drainage capacity for those remaining sumps will be upgraded on a case by case basis to meet drainage demand as required.

Proposals to increase density or new development in these precincts should be considered in line with requirements to utilise water sensitive urban design measures in development and or consideration of upgrading of the drainage system.

##### **4.10.3 Telecommunications**

The City administers a Telecommunications Strategy and Policy which is now over 5 years old and is due for review particularly in light of changing technology, the potential for proliferation of low impact facilities and the introduction of the National Broadband Network.

The current policy deals with location and approvals process for high impact (lattice pole or mono pole) telecommunications development.

Telecommunication demands are being met within the City, however with increase in residents, workers and visitors there will be pressures for further facilities either of low impact or high impact nature.

##### **4.10.4 Gas**

The existing gas reticulation system within the City is sufficient to supply the needs of the community into the future. Future upgrades to the system will be investigated as part of more detailed planning for Strategic Development Areas.



#### **4.10.5 Water**

Water is distributed to the area via trunk mains in Canning Highway and Leach Highway.

There are no problems identified with the capacity of the existing water reticulation system within the City however development along two major ridgelines may be affected by low pressure difficulties.

Because of the possible need to upgrade older pipes any associated increases in residential density and increased capacity will be subject to Water Authority headwork's charges.

#### **4.10.6 Alternative water sources**

The main alternative water supply within the City is from bores however restrictions on water availability and bore licences make this option less reliable in the future.

The City is encouraging the use of rainwater tanks and other water saving measures through its sustainable design policy.

Design guidelines attached to the Strategic Development areas will explore water sensitive design as well as grey water recycling and other opportunities for more sustainable catchment and use of water.

#### **4.10.7 Electricity**

There are now 3 power substations located within the City. Additional land has been purchased adjacent to the Myaree substation in order to facilitate expansion of capacity.

The need for extra capacity to cater for possible increases in density will be considered as part of the more detailed planning required for Strategic Development Areas. Innovative options for energy generation should be considered throughout the City but especially for development in Activity Centres. .

##### **4.10.7.1 Environmental concerns with transmission lines**

Environmental concerns in relation to electrical fields emanating from high voltage transmission lines and their affect on people is a concern raised in engagement with the community. While this environmental health issue is best addressed at the national and state levels, the City accepts that these lines will be a constraint to land use and development in accordance with the WAPC Liveable Neighbourhoods policy.



#### 4.10.7.2 Undergrounding of power lines

Much of the more recently developed southern suburbs within the City have been provided with underground power supply and an undergrounding of power project has been undertaken in Applecross one of the oldest suburbs in the City. To date the suburbs of Applecross, Mt Pleasant, Bicton, Palmyra, Booragoon, Brentwood, Willagee, Winthrop, Murdoch, Leeming, Attadale and Bull Creek have benefited from the undergrounding of power.

In recognising the benefits in providing an attractive streetscape and adding to the character of a precinct the City can canvass interest from communities in providing underground power during the upcoming Neighbourhood Planning process.

#### 4.10.8 Sewerage

The entire City is serviced by reticulated sewerage.

Sewerage spill from pump stations along the river although remote has occurred and it is important that protective measures are put in place to safeguard the environment should such an event occur.

Further discussions will need to be entered into with the Water Corp to establish sewer capacity for any increased development during the review of the Planning Scheme.

*Liveable Neighbourhoods Community Design Code* emphasizes that new infrastructure for development should be sustainable and not impose additional costs on the community in the long term.

As development within the City becomes more intensive, services may require increases in capacity. An infrastructure planning review will be required by Water Corporation to assess the impact on the existing Wastewater Pump Stations, to determine whether to enlarge them, with considerations to land and also odour buffers sizes. Most of the existing Pump Stations are of small size, with one of medium size."

The Bibra Lake Main Sewer, Kardinya Branch Sewer, and Cannington Main Sewer are routed through the vicinity of Murdoch University, and then converge and head south towards the Woodman Point Wastewater Treatment Plant, and is the main wastewater outfall for the City of Melville."



## **5 Opportunities for and constraints upon development.**

### **5.1 Opportunities**

The anticipated increase in population for Western Australia and the strategic planning within *Directions 2031* to accommodate that population by encouraging infill development reflects the concerns expressed by residents in the community plan about rethinking the extent of the urban sprawl. Concentration on the intensification of Activity Centres will allow an increase in the dwelling capacity of the City whilst also addressing the issues of housing diversity and housing choice whilst also encouraging more sustainable transport options through enhancement of pedestrian environments, live/work environments and access to public transport.

The establishment and acceptance of the rail as a key transport mode and the integration of bus transfers allows for a more integrated approach to land use planning both around the key transport nodes and the key transport corridors. This allows for the concentration of higher density in areas where there is a choice of transport modes and availability of facilities.

### **5.2 Constraints**

The City of Melville has very little space for greenfield development. The existing road structure and increasing congestion is a constant concern expressed in engagement with the community. Concentration on development in areas that transport is easily accessible will assist in encouraging the use of public transport and allow for less reliance on the private car.

The age of other infrastructure and the change of focus from suburban to inner urban development mean that the services will inevitably need upgrading to achieve some of the intensity of development required to achieve the desired population. An innovative approach to power, water, waste and communication needs to be promoted to overcome some of the obstacles that may be perceived or real.

## **6 Analysis of key issues.**

Key issues have been discussed throughout the strategy under each of the headings. Following is a brief summary of some of the key issues and their impact on planning for the City of Melville. Many of these issues are intertwined and come from the gradual change of focus within the city from suburban to inner city development and the inherent increases in density and activity.



## **6.1 Population growth**

The expected growth presented by *Directions 2031* is generally accepted by the City as a goal in planning for the future. The City can achieve a minimum of 11,000 new dwellings by 2031 through a mix of increased density within and surrounding activity centres combined with an increased density along public transport corridors. This will provide a focus for a more sustainable development

## **6.2 Employment self sufficiency**

Providing the opportunity for the residents of the City of Melville to live and work within the City allows a greater choice for our residents. The proximity to work also provides greater opportunity to manage transport and congestion.

## **6.3 Housing diversity**

One of the greatest challenges is seen as the provision of housing diversity and choice. The City has a predominance of 4 and 5 bedroom homes on larger blocks, yet the predominance of households is lone or double person. This provides the opportunity to have smaller lots and smaller houses, apartments and town house developments that provide a greater choice. This will provide opportunities for more affordable and appropriate housing for new home buyers and those just leaving the family home; larger houses with larger backyards to be available for families and older people being able to downsize within their local area.

## **6.4 Management of roads**

Congestion on roads is becoming an issue in any discussion being held on development opportunities. The importance of public transport as one of the tools in managing congestion is recognised in this strategy as well as the need to provide opportunities for local residents to reduce the number of journeys made by car through providing commercial, retail and community infrastructure within easy walking distance of the majority of residents.

Part of the management of roads includes the availability of oil and the need to consider better use of this diminishing resource. The increased use of public transport, better facilities for cycling and walking and a planning regime that considers local interactions will assist in planning towards an environment that is not reliant on fossil fuels.

## **6.5 Murdoch activity centre**

The introduction of a major tertiary hospital and mixed use precinct with up to 1000 dwellings and accompanying commercial areas would have a major impact on planning itself. Throw into the mix the busiest rail/bus transfer retrofitted to a busy freeway intersection outside the CBD, a major private hospital and a university and you have a recipe for chaos.





The key discussions taking place around this centre focus on how to introduce these land uses and reducing the impact on surrounding areas and local and regional roads.

There is potential to provide an increased density in surrounding residential areas to support the development. In the short term the transformation from suburban freeway/highway oriented development to inner urban will need to be managed with great care.

## **6.6 Canning Bridge**

Canning Bridge has grown to become a centre for office development rivalling West Perth. The location is unique in it's proximity to the river providing views from many angles and access to recreation and transport.

The vision for the area has been incorporated into the planning for the City and provides an opportunity to work closely with State and adjoining local governments to enhance development in the area whilst also solving some of the issues that are present. These issues include congestion on Canning Highway and Kwinana Freeway, transition from residential to Activity Centre with an inherent increase in residential and supporting retail and commercial.

## **6.7 Civic places and recreation spaces**

There appears to be a changing use of recreation space. Organised sport is still strong and requiring larger parks. The need for other large active areas though is being questioned in light of reducing water availability, growing obesity and a rethink in the way people recreate. Better footpaths, smaller parks and recognition of civic spaces as recreation areas need to be investigated in order to find a better way of ensuring relevant space is available for the community.

## **6.8 Climate change**

There are many issues that arise when the impacts of climate change are considered. These range from rise in water levels to reduced availability of water and increases in temperature. Many of the above key issues are part of the climate change scenario. Some of the issues that will take prominence in the short term are energy consumption and generation, water wise landscaping, water capture, sustainable transport, green buildings and green roofs and walls.

These key issues and other areas of concern will be researched and the strategy updated accordingly as results of the studies come to hand.



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The City of Melville Local Planning Strategy certified for advertising on 8 April 2014.

Signed for and on behalf of the Western Australian Planning Commission

*Andrew Trevor*

*an officer of the Commission duly authorised by the Commission  
(pursuant to the Planning and Development Act 2005)*

Date 1-3-16

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**ADOPTED**

The City of Melville hereby adopts the Local Planning Strategy, at the Ordinary meeting of the Council held on the *TWELFTH* day of *MAY* 201*5*.

*R. D. Murray*

MAYOR/SHIRE PRESIDENT

*Ms. Eleanor*  
CHIEF EXECUTIVE OFFICER

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**ENDORSEMENT**

Endorsed by the Western Australian Planning Commission on

*Andrew Trevor*

*an officer of the Commission duly authorised by the Commission  
(pursuant to the Planning and Development Act 2005)*

Date 18-4-16