

Report for Canning Bridge Precinct

Urban Growth Analysis

October 2009

Prepared by:



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Prepared for:



— City of —
Melville



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



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Contents

1.	Introduction	4
2.	Urban Growth Analysis	5
2.1	Forecast Dwelling Growth	5
2.2	Central Sub Region Local Governments	5
2.3	Distribution Challenges	7
3.	References	9

Figure Index

Figure 1 – Directions 2031 Sub Regions and Central Sub Region	5
Figure 2 – Central Sub Region Local Government Areas	6
Figure 3 – Network City Framework within City of Melville	7
Figure 4 – Network City Framework within City of South Perth	8



1. Introduction

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

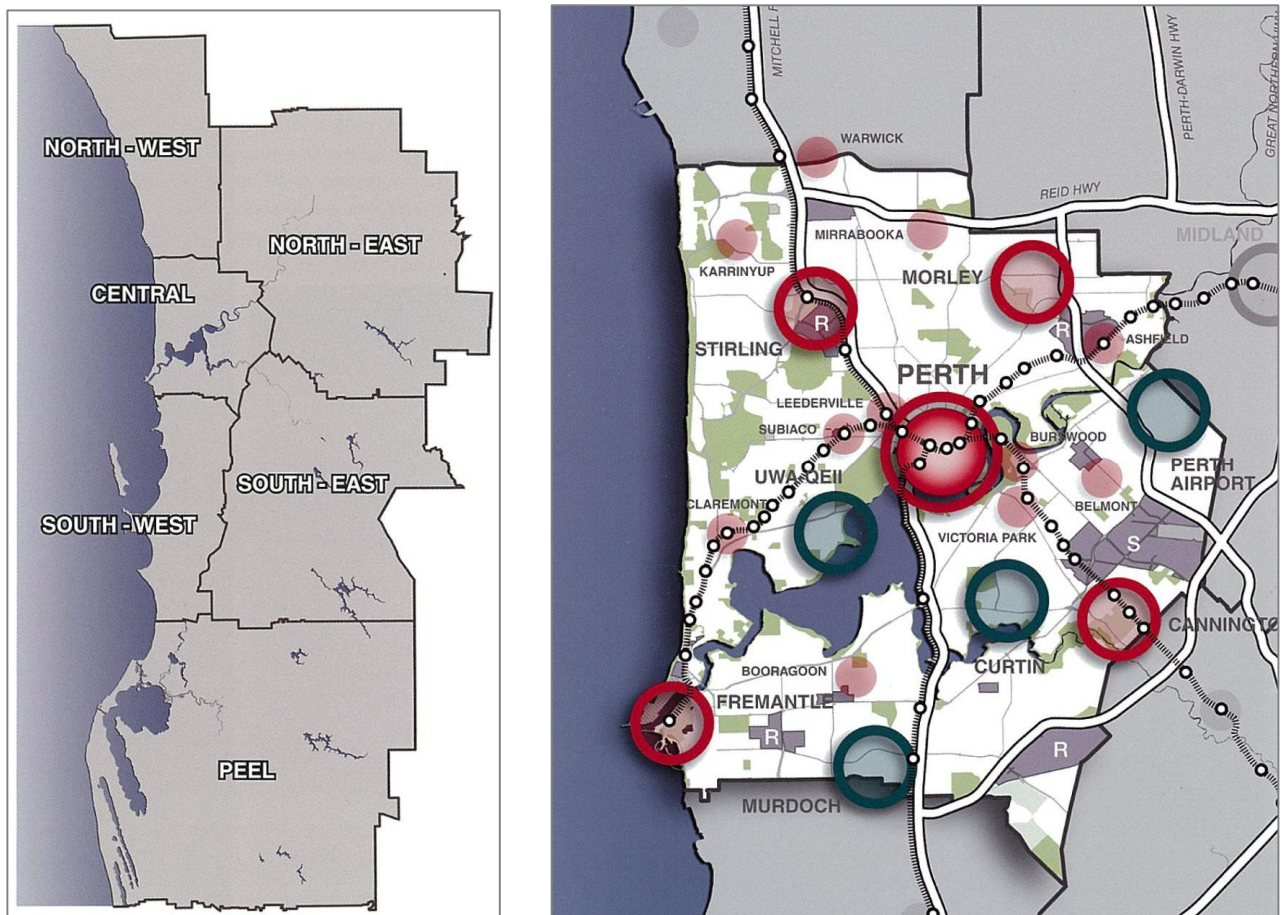
2. Urban Growth Analysis

2.1 Forecast Dwelling Growth

According to figures from the Department of Planning (DP), it is anticipated that the Perth and Peel Metropolitan Region will require approximately 328,000 new dwellings by 2031 to accommodate forecast population growth of over half a million new residents in these areas.

Directions 2031 has a target distribution for new dwellings of 47% of all new dwellings to be located in existing urban areas within the metropolitan area, and 53% to be located in the outer fringe areas. Figure 1 illustrates the sub regions within Directions 2031 and highlights the Central Sub Region within which the Canning Bridge Precinct falls.

Figure 1 – Directions 2031 Sub Regions and Central Sub Region



2.2 Central Sub Region Local Governments

The Central Sub Region local government areas (LGA's) (see shaded LGA's in Figure 2) are best positioned to accommodate the majority of these required dwellings, for a number of reasons, namely:

- » short commuting times to major employment and recreation areas;
- » presence of numerous Activity Centres;

- » could result in better utilisation of public facilities; and
- » have increased market appeal.

Figure 2 – Central Sub Region Local Government Areas



The prominence of this sub-region is reflected in the targets set in Directions 2031 for an additional;

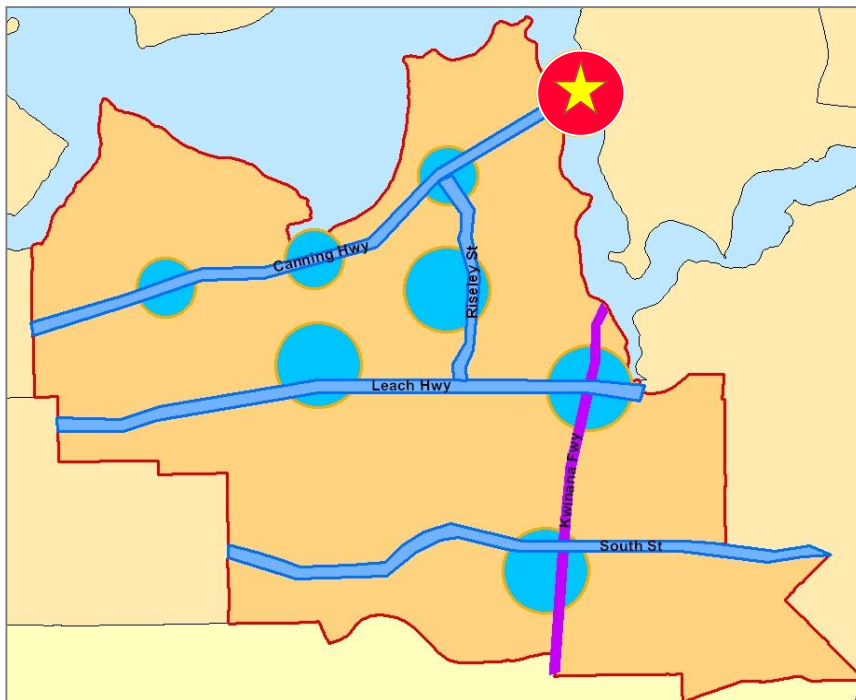
- » 29% growth in population to 910,000 – 205,000 new people;
- » 121,000 new dwellings;
- » 147,000 new jobs; and
- » 127,000 people living in the area who contribute to the labour force.

2.3 Distribution Challenges

The challenge for the CoM and the CoSP is to decide where to locate new dwelling development in the time frame to 2031. Preference will be given to areas identified as Activity Centres (including Transit Oriented Developments associated with the Southern Suburbs rail line), Activity Corridors and Transport Corridors in the relevant local government areas (see Figure 3 and Figure 4).

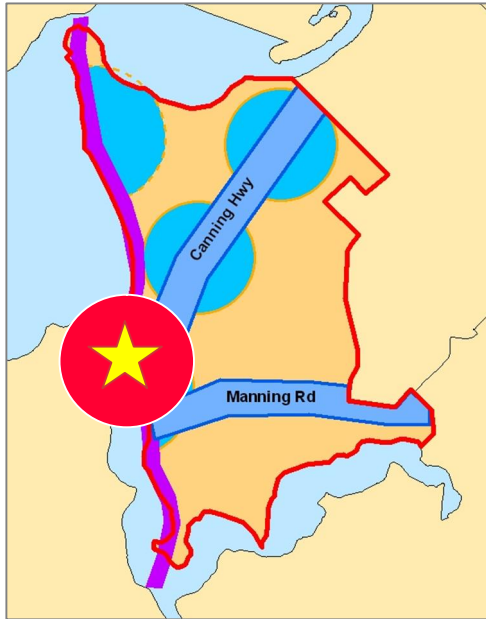
Due to the strategic transport routes, high frequency public transport routes, its proximity to surrounding major centres and its status as an 'Activity Centre' the Canning Bridge/Applecross/Mt Pleasant area should be seen as a legitimate destination for a significant portion of these dwellings.

Figure 3 – Network City Framework within City of Melville



Likewise, the Como/Manning area should be seen as a legitimate destination for a significant portion of these dwellings in the CoSP. An increase in residential densities throughout the CoSPs Activity Centres will be required and the Como/Manning area will be no exception. Generally, lower rise development in this part of the Precinct will contribute considerable numbers to the target.

Figure 4 – Network City Framework within City of South Perth





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Document Status

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