

May 2021 – Amendment 1











Preface

The Scope – An Urban Regeneration Approach

The Canning City Centre, as a Strategic Metropolitan Centre, is not a vibrant, attractive or user-friendly place at present (2021). It is a cardominated environment with most activities located in the Westfield Westfield Carousel Shopping Centre and bulky goods retail premises along Albany Highway. High quality urban development is lacking and large parcels of underdeveloped land, mostly near the train station contribute to its lack of intensity, diversity and place identity. The centre is far from being "mature" in terms of its role and function within the metropolitan context.

The broad scope of the Activity Centre Plan (the ACP) is to revitalise the Canning City Centre and realise its potential as a Strategic Metropolitan Centre in Perth. The focus is to create a City Centre that is vibrant and offers a range of activities and options to its users, who may come from areas beyond the Canning Local Government Area.

As part of the Plan, a number of complementary and supporting studies have been undertaken. This framework or hierarchy of documents highlights the role of the overarching Economic Development Strategy in framing the Plan. Just as importantly, the other supporting strategies and studies have provided significant contributions to the development of the Plan and have helped to guide the implementation phase of the Plan in the Canning City Centre.

The Boundary – A New Core

A number of boundaries define the Canning City Centre. The existing boundary of the Canning City Centre is defined by the Central City Area under the Metropolitan Region Scheme. The City of Canning Local Planning Scheme zones this area as "Centre". For the purposes of the Plan, the boundary defined in the Local Planning Scheme reflects the needs and development potential identified in the Plan as well as the principles set out in clause 6.3.1 of the Activity Centres Policy (SPP 4.2).

The anticipated Canning City Centre boasts premier retail, increased commercial office space, new and diverse living options and quality recreation by the Canning River which converges to realise the Canning City Centre's potential as the investment hub of the south-east corridor. To facilitate this, the Plan proposes a core area within the centre boundary. While the Westfield Carousel Shopping Centre (Shopping Centre) forms the existing activity core, the new "Core" will form along Cecil Avenue. It will become a "main street" environment, connecting Cannington Train Station to the Canning River. The urban structure and character of the "Core" and the surrounding precincts will differ, with intensity of activity and distinction of built form anticipated in the "Core" area.

Precincts – For Diversity

In addition to the "Core" that defines intensity, the Canning City Centre area will consist of 12 precincts. The Precincts are the basis for stipulating land use and activity priorities within the centre and guiding future development. They establish priorities, built form characteristics and dwelling targets to support the "Core". Each precinct has a desired character that will guide future development and public realm enhancement in establishing and building a sense of place within the overall City Centre.

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Activity and Opportunities

The Canning City Centre is currently dominated by retail, to a lesser extent office activity and educational facilities. The Plan intends to complement the strong retail offer already available in the City Centre with a host of non-retail activities to create a more diverse, vital and vibrant City Centre, attracting even more visitors for a wider variety of purposes across a broader period of the day and night.

This retail focus will need to diversify with enhanced commercial and office becoming part of the activities within the "Core".

In order to be successful, the creation of a central focal point and main street environment for the City Centre requires:

- A double-sided shopping street.
- Direct access to car parking that is convenient to both main street and Shopping Centre customers.
- An anchor tenant or cluster of similar tenants capable of generating sufficient foot traffic to support specialty shops in the street within the Cecil Avenue Main Precinct.
- Direct and immediate access to the significant volumes of existing traffic generated into and out of the Shopping Centre.
- Two sections of retail strips between 75m and 100m in length which could contain 40 shops and 4,500m² of retail floor space within the Cecil Avenue Main Precinct.

Movement, Access and Parking

Overall, while car and public transport access is good, cycling and walking access by comparison are not so well supported. This significant mode imbalance currently experienced in the Canning City Centre will be a considerable barrier to the general movement system and will require a number of initiatives to redress it.

A key goal in the regeneration of Canning City Centre is to achieve a more balanced level of access for the various transport modes. The target of the Plan is to significantly increase the mode share of public transport, cycling and walking. This can be achieved by:

- Allowing residential infill development in the City Centre to increase the population to as many as 25,000 people.
- Increasing cycling coverage and allowing excellent access and connectivity to the south-west of the river and north-east of the railway line.
- Supporting cycling in the City Centre with proper facilities, infrastructure and priority.

In order to increase the mode share of public transport the level of public transport coverage will need to be improved significantly as will the appeal of this mode. Cecil Avenue will be redesigned as a Main Street providing priority public transport lanes for buses in the interim and then light rail or trackless tram in the future.

Urban Form

The urban structure of the Canning City Centre is typified by large land holdings dedicated to commercial and retail purposes in large street blocks with large areas of parking and access roads. There is a significant disconnection between the shopping centre and surrounding residential areas due to interface treatments, lack of linkages and lack of development. The location of open spaces is defined predominantly by storm water function and there is no structure relating to connectivity and spatial relationships. New linkages, smaller street blocks and changed spatial relationships between physical elements will be formed in order to create a legible, permeable and accessible City Centre.

The "Core" is focused on Cecil Avenue with taller residential buildings of 6-8 storeys set on 4 storey podiums fronting the street with higher elements setback to provide solar access, natural ventilation and appropriate street scale.

Cecil Avenue will be an urban environment characterised by a wide range of intense and diverse activities in close proximity. Uses that contribute to an evening life and provide activated street frontages will predominate with residential over ground level, retail and commercial.

A generous ground level floor height of 4m and continuous awnings will be required along the Cecil Avenue frontage. This will engender an elegant city scale in response to the adjacent Carousel buildings and enable adaptation for a range of uses.

Resource Conservation

The Plan has the ability to significantly improve energy efficiency, reducing power and water consumption. Bonuses and incentives have been carefully formulated to ensure sustainable built form. Biodiversity protection and enhancement will also be paramount and feature in all requirements for landscaping throughout the Canning City Centre as well as water sensitive urban design to manage and control water quality and quantity.

Implementation

Part 1 considers the range of measures that will be important to deliver effective outcomes and real change within the centre. In conjunction with the statutory processes required to give full effect to the Plan, there are a number of strategies that need to be implemented. Some have been identified during community consultation and others as a result of the background investigations and complementary strategies.

The overall approach to implementation involves positioning the centre in a way that attracts public and private investment. The Economic

Development Strategy and the Place Activation Strategy highlight the key ingredients of moving the centre forward. The focus will be on a "Place Led" approach that involves:

- Cultivating strategic partnerships working with others to deliver the vision.
- Place management branding, promotion and activation through programmed events.
- Amenity enhancement initially through a quick wins strategy and gradual improvements; and
- Investment attraction diversify the economic base through attraction of public and private investment.

One of the most promising elements of the implementation program involves "Initiating Projects" and "Catalyst Projects". The Plan provides an enabling framework for the private sector to respond to the significant development opportunities provided in the Canning City Centre. The City will play an active role in facilitating these opportunities to create good urban outcomes.

A core action involves establishing agreement on a governance structure beyond that already in place within the City of Canning. Implementing real change in Strategic Metropolitan Centres requires a coordinated effort.

Version 1 Approved by: WAPC in October 2017

Title: Canning Activity Centre Plan

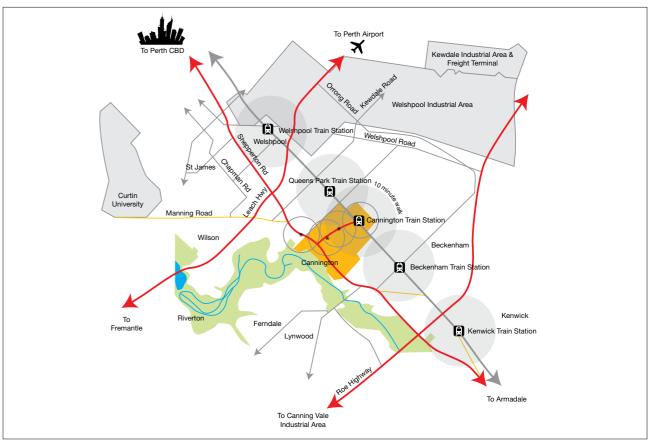
Project: Canning City Centre, City of Canning

Version: DRAFT AMENDMENT 1

Date of Release: JANUARY 2020

Author: City of Canning

Figure 1: Canning City Centre Context



Canning Activity Centre Plan I 6

Endorsement

This version is based on the approved document D17/163118

This structure plan is prepared under the provisions of City of Canning Local
Planning Scheme No. 40

IT IS CERTIFIED THAT THE CITY CENTRE ACTIVITY CENTRE PLAN WAS ADOPTED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON

24 October 2017

SIGNED FOR AND ON BEHALF OF THE WESTERN AUSTRALIAN PLANNING COMMISSION

An officer of the Commission duly authorised by the Commission pursuant to section 24 of the Planning and Development Act 2005 for that purpose, in the presence of:

WITNESS

9 November 2017 Date

24 October 2027 Date of Expiry

APPROVAL - CANNING CITY CENTRE ACTIVITY CENTRE PLAN AMENDMENT NO. 1 - SPN/2028M-1

Pursuant to Schedule 2, Clause 38(1)(a) of the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations), the Western Australian Planning Commission (WAPC), on **04 May 2021**, granted approval to Amendment No. 1 to the CANNING CITY CENTRE ACTIVITY CENTRE PLAN.

A copy of the endorsed structure plan is attached.

Yours sincerely

Ms Sam Fagan

Secretary
Western Australian Planning Commission

5/05/2021

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Citation

This document should be cited as follows: City of Canning (2020), Canning Activity Centre Plan prepared by the City of Canning.

Table 1: Table of Amendments

Amendment No. by Council	Description of Amendment	Amendment type	Date Approved by WAPC
1	 Land uses; Figures and table labeling corrected; Reformatting of the document; Typographical errors corrected; and Deletion of requirements that are in SPP7.3. 	Minor	5 May 2021
2			

Table 2: Density Plans

Density Plan No.	Area of Density Plan Application	Date Approved by WAPC

Executive Summary and Table

This Activity Centre Plan (ACP) has been prepared by the City of Canning to guide the strategic development of the Canning City Centre (CCC) as a Strategic Metropolitan Centre under State Planning Policy 4.2 – Activity Centres for Perth and Peel. The CCC, (referred to as the Cannington Strategic Metropolitan Centre in SPP 4.2) is identified as a 'Major Growth Area by 2031' with the Cannington Train Station being a major transit oriented development location. This ACP is a strategic document, informed by the economic realities and opportunities in Cannington and shaped by the character and sensitivities of the place. Figure 1: Canning City Centre Context, illustrates the geographical context of the CCC, highlighting the strategic importance of this centre in the South East Corridor of the Perth Metropolitan area.

Table 3: Summary

	Item	Data	Reference
Total area co	vered by the Activity Centre Plan	196.04 hectares	Part 1 – Figure 3
Area of each	land use proposed (as per Part 1, Implementation)		
	Cecil Avenue (Main)	7.98 hectares	
	Cecil Avenue (Other)	12.8 hectares	
	Railway	7.26 hectares	
	City Residential	38.17 hectares	
	Pattie Street	10.80 hectares	
Precincts	Retail	26.88 hectares	Part 1 – Figure 4
Prec	Riverside Residential	13.98 hectares	Tait i - Figure 4
	Riverside Commercial	22.69 hectares	
	Civic and Educational	21.30 hectares	
	Civic and Recreational	14.12 hectares	
	Utilities	11.86 hectares	
	Conservation (Cannington Swamp)	8.20 hectares	
Estimated D	velling Yield by 2031	10,000 dwellings	
Estimated Re	esidential Density	35 dwellings per gross hectare	Part 2 – Section 11.7
Estimated po	pulation	25,000 people	
Estimated re	tail floorspace (inclusive of proposed expansion of Carousel)	176,736m2	
Estimated ot	ner retail floorspace (including bulky goods etc.)	68,081m2	
Estimated of	ice floorspace	142,944m2	Part 2 – Table 15.3 CCC Final Floorspace Summary
	ealth, Welfare and Community Services ucation) floorspace	48,863m2	
Estimated Er	tertainment Recreation and Culture floorspace	30,126m2	
Number of e	ducation facilities	2	Part 2 – Section 14
Estimated Ar	ea of Open Space	19.41 hectares (9.9% of the total area).	Part 2 – Section 11.6

Activity Centre Plan Content

This Activity Centre Plan (ACP) has been prepared to meet the requirements of the State Planning Policy 4.2 Activity Centres for Perth and Peel and the draft Structure Plan Framework as per the Planning and Development (Local Planning Schemes) Regulations 2015. As an Activity Centre Plan, it provides the vision and strategic planning framework to guide public and private investment. It sets out to guide development within the CCC Activity Centre Plan area.

The Plan comprises three parts:

- (a) Part 1, Implementation sets out the planning provisions to guide the assessment and approval of development and subdivision.
- (b) Part 2, Explanatory provides a summary of the objectives, context and technical studies conducted to support the ACP and the rationale for the Part 1 development provisions. Part Two of the ACP also sets out the development intent for development in the Plan area. Development is guided by that development intent, and a planning authority determining an application for development approval within the ACP area is to have due regard to the development intent indicated in Part Two.
- (c) Part 3, Appendices containing technical Studies and further guidance supporting technical reports and guidance documents prepared by the various consultants to support the Activity Centre Plan.

Consultation Process

Engagement on the preparation of this ACP has been ongoing through the preparation of the Arterial Drainage Plan and Movement, Access and Parking Strategy as well as responding to planning matters with the relevant agencies and authorities.

Public engagement on this ACP also took place through facilitated workshops to outline the new precincts, development controls and requirements for development. Comments received during these workshops were collated, assessed and incorporated in this ACP where suitable.

For details of the past community consultation events and process, refer to Section 1.3.4 in Part 2.



3D Perspective of Cecil Avenue East looking to towards Cannington Station

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1 Context

1.1 Activity Centre Plan Area

The provisions of the ACP apply to land within the boundary shown on Figure 2: Canning Activity Centre Plan Area.



Figure 2: Canning Activity Centre Plan Area

1.2 Vision Statement

The ACP responds to the district and regional context by maximising the opportunities derived from its proximity to Perth CBD, Perth Airport, Curtin University, Cannington Train Station and the regional retail benefit of the Shopping Centre.

CCC VISION

A re-energised city centre with a community heart that is connected, accessible, vital and resilient.

Working together with community, private sector and government partners, our aim is to revitalise CCC under a shared vision and place values:

- Connected a connected place that celebrates its heritage as a commercial hub focused on trade, movement, the river and people. It will be a place that puts people first, including residents, businesses and visitors.
- Accessible a welcoming place, easy to get to and move through, with fresh, green and open meeting places and spaces, a revitalised train station and pedestrian and cycle ways that connect to the Canning River.
- Resilient a place that inspires people to take another look by delivering resilient and innovative design. The place will have a focus on buildings, their landscape setting, and visibly improve our public spaces and underutilised areas.
- Vital actively demonstrating CCC's vital position as the south east's primary retail, business and investment destination, the place will build a positive investment climate through a strong vision, commercial leadership and credible partnerships that create a shared platform for growth.
- Re-energised a place that is safe, fun and leisure orientated day and night, from the Greyhounds to the Cinemas; the river to cafés; from the Shopping Centre to Coker Park, through to people and places.

1.3 Activity Centre Plan Maps

The Canning ACP comprises:

- Part 1 Implementation which includes Figure 3: Activity Centre Plan Map and Figure 4: Precinct Density and Height Plan. Preferred land use, general development requirements and precinct specific requirements are prescribed as prerequisites for development and subdivision. The 12 precincts are designated as follows:
 - Retail
 - Cecil Avenue Main
 - Cecil Avenue Other
 - Riverside Residential
 - Pattie Street
 - Railway
 - City Residential
 - Riverside Commercial
 - Civic and Recreation
 - Civic and Education
 - Utilities
 - Conservation
- Part 2 Explanatory section provides background information to the ACP and includes technical studies and appendices to justify and support Part 1.

1.4 Protection of Environmental and Heritage Features

The land use preferences and design requirements of this ACP promote the protection of environmental assets.

Improved signage will be installed along Albany Highway to maximise exposure and assist wayfinding to local assets with Heritage significance to the City; namely:

- The Canning River Regional Park
- The Grose Avenue/Lake Street Wetland
- Mason's Landing
- Woodloes Homestead

The improved exposure will also contribute to the community's knowledge and ultimately the protection of these assets.

2 Interpretation and Scheme Relationship

The Local Planning Scheme zones the Activity Centre Plan area as 'Centre'.

The provisions, standards and requirements of this ACP are complementary to the provisions, standards or requirements of the Local Planning Scheme. Where it is otherwise not covered, the provisions of the Residential Design Codes Volumes 1 and 2 (SPP7.3) and the Local Planning Scheme prevail.

The words and terms used in the ACP have the respective meanings given to them in the Local Planning Scheme where they coincide. Where terms do not coincide they are provided for in the ACP.

Importantly, this ACP does not:

- · Change any approved development.
- Change any property's existing land use or impose development timeframes.
- Allow for any significant decrease in the amount of development currently allowed.

3 Operation

The date this ACP comes into effect is the date the ACP is approved by the Western Australian Planning Commission.

This ACP is based on a review of existing and emerging plans within the CCC study area to ensure that proposals are consistent with the strategic objectives of Directions 2031, requirements of WAPC State Planning Policy 4.2 Activity Centres for Perth and Peel and the WAPC Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development.

The ACP also responds to the various submissions on the previous drafts of the ACP.

This forms the principal planning and urban design framework for the CCC. Local Development Plans and development applications for sites within the CCC's boundaries will be required to be assessed against objectives, development controls and guidelines within this ACP. This is in addition to the standard planning considerations set out in the City of Canning Local Planning Scheme and policies for the area.

Table 2.1 of the SPP7.3 (volume 2) defer the built form controls of R-ACO to Activity Centre Plans.

This ACP does not vary and does not replace the acceptable outcomes/ planning guidance provisions of SPP7.3 (the accepted standards for residential development).

4 Development Application / Design Review

- (a) Development applications in the ACP area are to include a brief overview of the development, including the purpose and objectives of the development.
- (b) All development applications are to outline within a justification report, matters not addressed by the development that are required by the ACP and the management response proposed to address these deficiencies.
- (c) Developments identified by the City's Local Planning Policy (Design Review Panel and Assessment of Significant Developments) and Landmark sites, sites along Cecil Avenue or abutting open space will be required to be assessed by the Design Review Panel.
- (d) Residential developments with 10 or more dwellings are required to submit as part of their assessment process the documentation detailed in Table 4 below. Where applicable, development applications for non-residential uses will also be required to submit the documentation. Where not provided, developers will need to outline the reasons for not submitting the documentation within a justification report..

Table 4: Documents to be submitted by developers

Documents	Reference (Section Number)
Justification Report	4.b
Drainage Calculations	9.3
Waste management report	9.4
Bonus/Sustainability report (if applicable)	9.15
Public art report (if applicable)	9.5
Legal agreement (if reciprocal parking is proposed)	9.7
Landscape plan with native or waterwise plants (if applicable)	9.9



Artist impression City Centre

5 Staging

Staging of the ACP is largely based on the individual landholders' willingness to develop.

The City has developed a forward capital works program that seeks to enhance the area over time. This works program will be reviewed and implemented as budgets permit and includes:

- Road infrastructure improvements, particularly the upgrading of Cecil Avenue, extension of Carousel Road and Lake Street, construction of Southern Link Road (road connection between Liege Street and Gerard Street Bridge), internal access roads and laneways;
- Environmental and public realm improvements such as development of urban streams and streetscape works.
- Social Infrastructure proposals.

5.1 Provision of Infrastructure

Appendix 5: Canning City Centre Servicing Report indicates that the upgrades required to infrastructure will not significantly limit or inhibit development, however has indicated that the following upgrades may be required:

- 22kV feeder line provided by Western Power (estimated cost unknown).
- Type 40 sewer pump station provided by Water Corporation within the City Residential Precinct close to Carousel Road (estimated cost \$1.3 million).
- Medium pressure main (including boring under railway line) provided by ATCO Gas (estimated cost \$800,000).
- A 66kV double circuit overhead power line will need to be undergrounded or the poles relocated to support the development of Cecil Avenue as a Main Street and Cecil Square.
- Existing infrastructure corridors such as road corridors (Albany Highway and Sevenoaks Street) and electricity corridors (easements for 132kV/66kV lines) will remain as is and be protected under existing controls (easements already lodged).

5.2 Cecil Avenue

The local government has endorsed a program that identifies and prioritises proposed works over the three stages. It includes the widening and upgrade of Cecil Avenue, between Sevenoaks Street and Albany Highway.

The focus of these works will:

- Facilitate development and investment that would leverage further economic benefits:
- 2. Activate the City Centre through the creation of a Main Street in sections of Cecil Avenue with, alfresco dining areas and new public squares.
- 3. Increase use of passive transport modes including: walking, cycling and public transport
- 4. Improve movement and access throughout the City Centre;
- 5. Enhance amenity and liveability.
- 6. Enhance and preserve the natural environment.
- 7. Deliver new opportunities for work and play.
- 8. Enable a shift from retail to mixed use.
- 9. Improve personal and vehicular safety.
- 10. Create stronger social networks.

The whole program which includes the works along Cecil Avenue divides the works in three stages as follows:

- Stage 1 years 1-3 which includes section of Cecil Avenue between Albany Highway and Pattie Street (completed).
- Stage 2 years 4-6 which includes section of Cecil Avenue between Lake Street and Sevenoaks Street.
- Stage 3 years 5-7 which includes section of Cecil Avenue between Pattie Street and Lake Street.



Artist impression City Centre

6 Land Use and Precinct Character

6.1 Land Use Preferences

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The CCC is zoned 'Centre' under the current Local Planning Scheme and the land use permissibility table is provided in the Scheme.

The exceptions relate to reserves dedicated for Community and/or Public Purposes uses. Land reserved under the Local Planning Scheme, is subject to the provisions of the Scheme. Development adjacent to these reserves must take into account their reservation and ensure no impact as a result of the built form, its use and associated activities.

Land uses within the CCC have been allocated to support the objective and character of each Precinct.

Land use definitions: The land use definitions described in the Local Planning Scheme will apply unless other definitions prevail through other statutory planning instruments.

Land Use Preference: The design character for each precinct and specific Precinct Requirements are outlined in Table 5. The preferred land uses are specified for each precinct in Table 6, subject to any relevant provisions in the ACP.

6.2 Desired land use character for each precinct

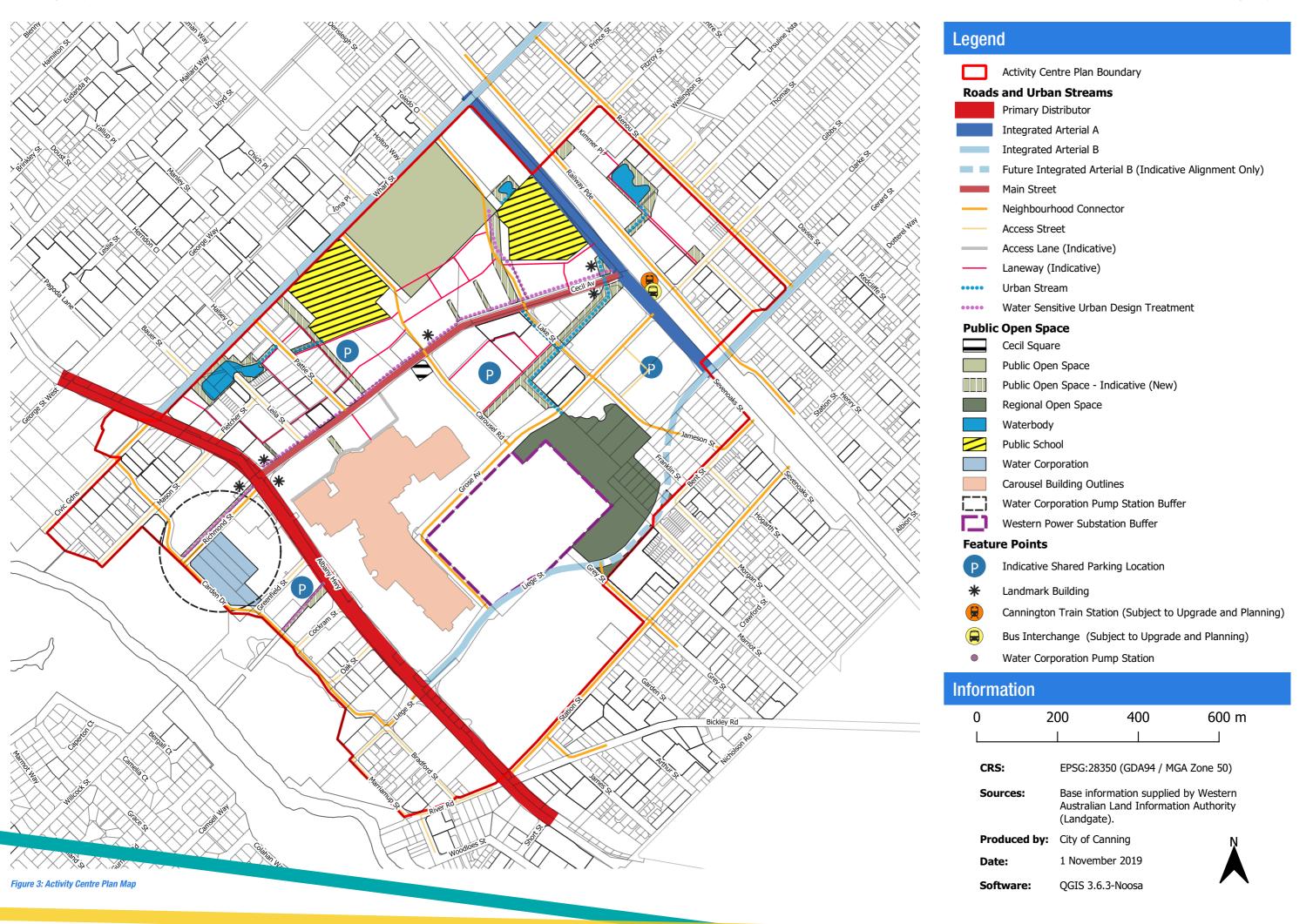
Table 5: Precincts Desired Character

Precinct	Land use	Desired Character / Requirements
Pattie	Mostly residential with flexibility for activated uses on ground floor.	The ideal built form for this area will be flexible loft style buildings that have the potential to accommodate a range of land uses over time. Future development will benefit from amalgamation of lots and frontages of more than 30m. Built form surrounding the Wharf Street Basin is to respond to the water body through the orientation of balconies, entrances and access ways.
Railway	Mostly residential with flexibility for activated uses on ground floor.	This precinct will encompass buildings fronting Railway Parade that will form a continuous 12m (four storeys) high frontage with taller elements set back behind. Built form surrounding the Renou Street Basin is to respond to the water body through the orientation of balconies, entrances and access ways.
City Residential	Mostly residential with flexibility for activated uses on ground floor.	Larger blocks are expected to subdivide into blocks approximately 100m by 100m or less. The desirable built form will be perimeter block with public fronts and private courtyards. This precinct is focused on high density residential development. Built form adjacent to the Threatened Ecological Community (TEC) is to respond to this asset through the orientation of balconies, entrances and access ways. Due to the proximity to the TEC, the landscape plans are to feature locally native and non-invasive species. The effects of overshadowing and changes in microclimate for the TEC are to be considered in the building design.
Riverside Residential	Mostly residential with flexibility for activated uses on ground floor.	Front setbacks will encourage planted privacy strips and to add to the green amenity that prevails in the precinct. Buildings will be of varying heights and step down toward the river parklands. Landscaping is required to add to the amenity and character as well as to provide a direct link to the Canning River Regional Park. Due to the proximity to the River, the landscape plans are to feature locally native and non-invasive species. The use of deciduous trees as part of landscaping plans will not be permitted, as the heavy, annual leaf fall from deciduous trees increases the potential for eutrophication of the Canning River.
Cecil Avenue Other	Mostly residential with flexibility for activated uses on and above ground floor.	The design of the buildings is to contribute to creating a 'main street'. Amongst other requirements they are to have minimal setbacks, balconies overseeing the street, generous ground floor level, awnings and restricted vehicle access. A four storey street wall will be required with upper levels set back to reduce visual bulk on the streetscape and to maximise sunlight on the street.
Cecil Avenue Main	Activated uses are required on the ground floor and mixed use above.	The design of the buildings should contribute to creating a 'main street'. Amongst other requirements they should have minimal setbacks, balconies overseeing the street, generous ground floor level, awnings and restricted vehicle access. A four storey street wall will be required with upper levels set back to reduce visual bulk on the streetscape and to maximise sunlight on the street.

Precinct	Land use	Desired Character / Requirements
Retail	The retail precinct is naturally located at Westfield Carousel Shopping Centre and will develop in the future in accordance with the Local Development Plan.	 It is envisaged that the shopping centre will expand north towards Cecil Avenue and will improve cross-site pedestrian movement from the centre across Cecil Avenue, increasing street activation and contributing to the success and vibrancy of the 'main street environment. Buildings will form a minimum height of 12m (four storeys) with taller buildings fronting Cecil Avenue. Development is to incorporate high quality innovative architecture, reflecting the status significance of the commercial and retail centre. Buildings are to be designed to enable adaption, reuse of parts and further development potential (if the need arises). In this instance, the design of buildings is to enable additional storeys and uses to be added without significant investment or the reuse of decked parking stations for other uses including entertainment, office and/or residential development. Water Sensitive Urban Design, energy production and high quality public realm are to be integrated within the design and operation of the buildings. Development outside of the Carousel Shopping Centre is to comply with the approved Local Development Plan as well as the requirements of this ACP.
Riverside Commercial	This precinct will continue to function as a highway commercial environment with vehicle based trading and Bulky Goods Showroom type buildings. Office accommodation will be provided on upper floors of this precinct to take advantage of the access and public transport opportunities provided by Albany Highway.	Over time, transitions from single-storey large format Bulky Goods Showroom type buildings to mixed use multi-storey development is expected to maximise yields and returns from highly valuable land. The future desired character for the Riverside Commercial Precinct will be defined by finer grain commercial development. Built form interfacing the Riverside Residential Precinct is to respond to issues of potential overlooking, noise, safety and access as well as desirable interface treatments to ensure integration between the two different precincts. Due to the proximity to the River, the landscape plans are to feature locally native and non-invasive species. The use of deciduous trees as part of landscaping plans will not be permitted, as the heavy, annual leaf fall from deciduous trees increases the potential for eutrophication of the Canning River.
Civic & Recreation	This precinct is historically associated with community purposes and recreational activities. The permitted uses will be civic and recreational in nature with residential, office and commercial uses supported at the discretion of Council. The final configuration of uses and their location, however, is subject to an approved Local Development Plan by the Local Authority.	The Precinct is intended to act as an attractor activity and provide diversity and entertainment functions for the City Centre. Landscaping is required to add to the amenity and character of the precinct.
Civic & Education	It is currently occupied by premises such as schools, community leisure and park. It is intended that this Precinct will remain providing the same use and services to the community.	The education and community areas of the Civic and Educational Precinct will continue to be characterised by campus style buildings set in landscape with building heights up to three storeys. Active recreational uses will be enhanced through the addition of passive recreation opportunities to support all to participate in exercise and physical activity.
Utility	The preferred uses are to be compatible and complementary to the existing terminal substation.	Rather than have development turn its back on the site due to its visual presence, Western Power will be encouraged to explore innovative methods for reducing the visual impact of the Terminal Substation and line entries to support the creation of the CCC. The substation does not occupy the entire lot. There is opportunity for future buildings facing the street. However, future development is subject to a buffer requested by Western Power and its approval is required to all future developments within the buffer. Drainage onsite is to be managed in a manner that protects the infrastructure and provides for opportunities to create urban streams within the buffer areas. Future development within this precinct will need to be screened as much as possible to reduce the visual impact of the Terminal Substation on adjacent land owners. Necessary buffers will need to be provided and protected by Western Power at their expense and preferably within their landholdings. Vegetated buffers are to be designed to support the biodiversity function of the adjoining Cannington Swamp and TEC. This will also help establish an ecological link to the TEC as well as address amenity and visual impacts.
Conservation	No development (other than for the purposes of enhancing these assets) will be allowed. Structures such as viewing platforms, walkways may be supported with approval from the relevant authorities.	This Precinct is not suitable for any additional uses or development. These areas are important environmental assets and will be made accessible through sensitive planning and location of paths, low-key fences and boardwalks. The purpose of this precinct is to conserve the Threatened Ecological Community. Any future landscaping works are required to add to the precinct amenity and character and will be undertaken in consultation with the Department of Biodiversity, Conservation and Attractions (DBCA). State and Commonwealth environmental approvals may also be required.

Canning Activity Centre Plan I 20

The scale of the developments, in terms of heights varies. Figure 4 and Table 7 shows in heights allowed for each precinct.



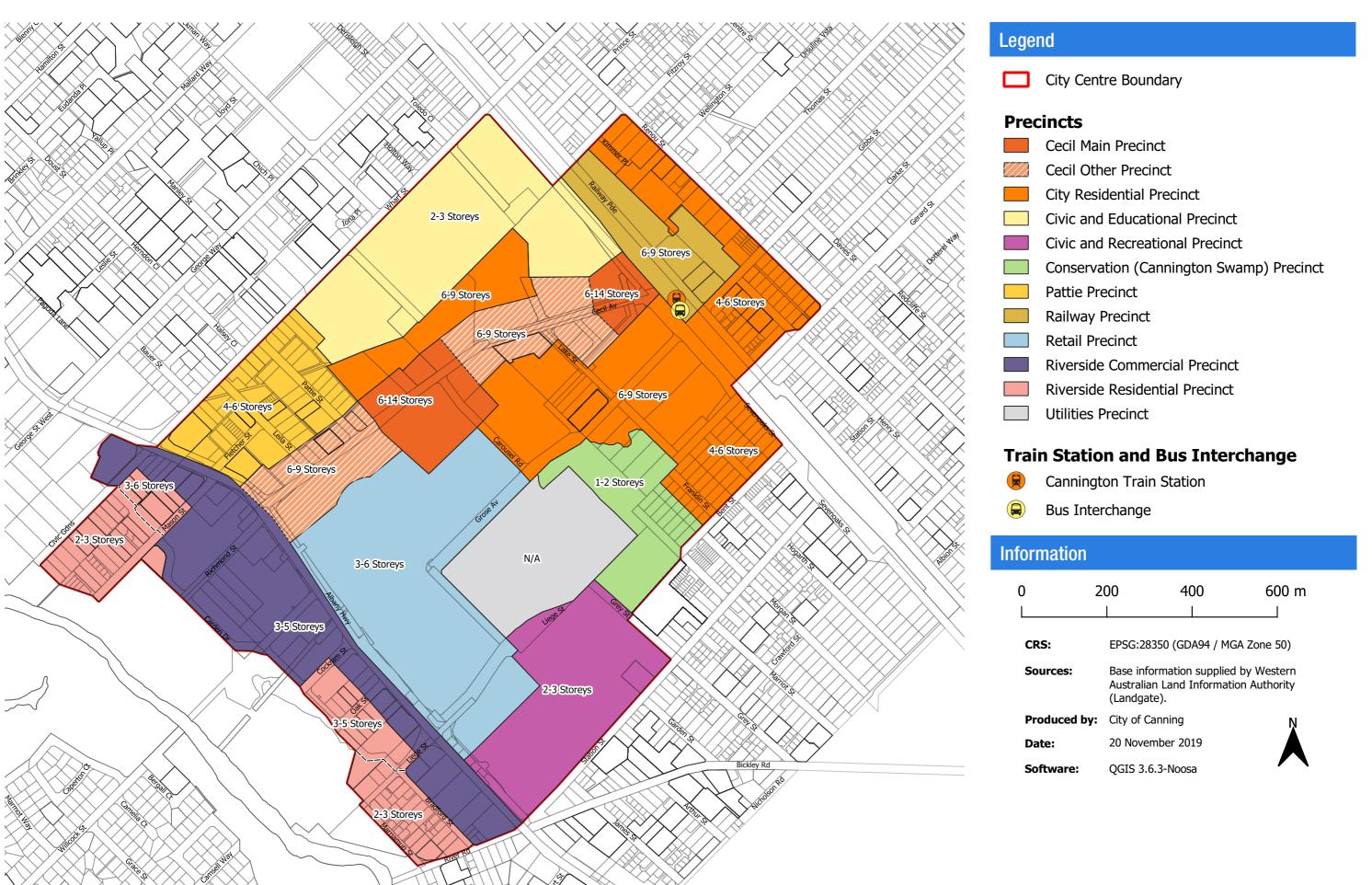


Figure 4: Precinct Density and Building Height Plan

25 I Canning Activity Centre Plan Canning Activity Centre Plan | 26

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Table 6	6: Prei	ferred	Lan	d Us	ses p	oer F	Preci	n

_	floor			d Us		Purpose especial points	Educational Establishment		velling	0		ottage	elling	Building																		
Riverside Residentia	or Upper	Aged Care Facility	Ancillary Dwelling	Car Park	Child Care Premises	Community Purpose	Educational	ment Family Day Care	Grouped Dwelling	Home Office	Hospital	Industry - Cottage	Multiple Dwelling	Residential Building																		
Rivers	Ground floor	Aged Care Facility	Ancillary Dwelling	Car Park	Child Care Premises	Community Purpose	Consulting Rooms	Educational Establishment	Family Day Care	Grouped Dwelling	Home Business	Home Occupation	Home Office	Home Store	Industry - Cottage	Liquor Store - Small	Medical Centre	Multiple Dwelling	Office	Residential Building	Restaurant / Café	Shop	Small Bar	Stall								
е ОТНЕВ	Upper floor	Aged Care Facility	Amusement Parlour	Car Park	Child Care Premises	Cinema / Theatre	Club Premises	Community Purpose	Educational Establishment	Exhibition Centre	Family Day Care	Home Office	Hospital	Hotel	Liquor Store - Small	Medical Centre	Multiple Dwelling	Office	Place of Worship	Reception Centre	Recreation - Private	Residential Building	Restaurant / Café	Shop	Small Bar	Stall	Tavern	Veterinary Centre				
Cecil Ave OTHER	Ground floor	Aged Care Facility	Amusement Parlour	Car Park	Child Care Premises	Cinema / Theatre	Club Premises	Community Purpose	Consulting Rooms	Educational Establishment	Exhibition Centre	Family Day Care	Fast Food Outlet	Home Business	Home Occupation	Home Office	Home Store	Hotel	Liquor Store - Small	Market	Medical Centre	Multiple Dwelling	Office	Recreation - Private	Residential Building	Restaurant / Café	Shop	Small Bar	Stall	Tavern	Veterinary Centre	
e MAIN	Upper floor	Aged Care Facility	Amusement Parlour	Car Park	Child Care Premises	Cinema / Theatre	Community Purpose	Consulting Rooms	Educational Establishment	Exhibition Centre	Family Day Care	Fast Food Outlet	Home Business	Home Occupation	Home Office	Hospital	Hotel	Liquor Store - Small	Market	Medical Centre	Multiple Dwelling	Night Club	Office	Place of Worship	Reception Centre	Recreation - Private	Residential Building	Restaurant / Café	Shop	Small Bar	Stall	Tavern
Cecil Ave MAIN	Ground floor	Amusement Parlour	Car Park	Child Care Premises*	Cinema / Theatre	Community Purpose	Educational Establishment	Fast Food Outlet	Hotel	Liquor Store - Small	Market	Medical Centre	Public Exhibition	Recreation - Private	Restaurant / Café	Shop	Small Bar	Tavern	Veterinary Centre													
ail	Upper floor	Bulky Goods Showroom	Car Park	Child Care Premises*	Club Premises	Community Purpose	Educational Establishment	Exhibition Centre	Fast Food Outlet	Hospital	Hotel	Liquor Store - Small	Market	Medical Centre	Multiple Dwelling	Night Club	Place of Worship	Reception Centre	Residential Building	Restaurant / Café	Restricted Premises	Shop	Small Bar	Stall	Tavern	Trade Supplies	Veterinary Centre	Warehouse/Storage				
Retai	d floor	Amusement Parlour	Bulky Goods Showroom		Child Care Premises	Cinema / Theatre	Club Premises	Community Purpose	Educational Establishment	Exhibition Centre	Fast Food Outlet		Liquor Store - Small		Medical Centre		Reception Centre	Recreation - Private	Restaurant / Café					Veterinary Centre								

Activated Uses are indicated in Bold1

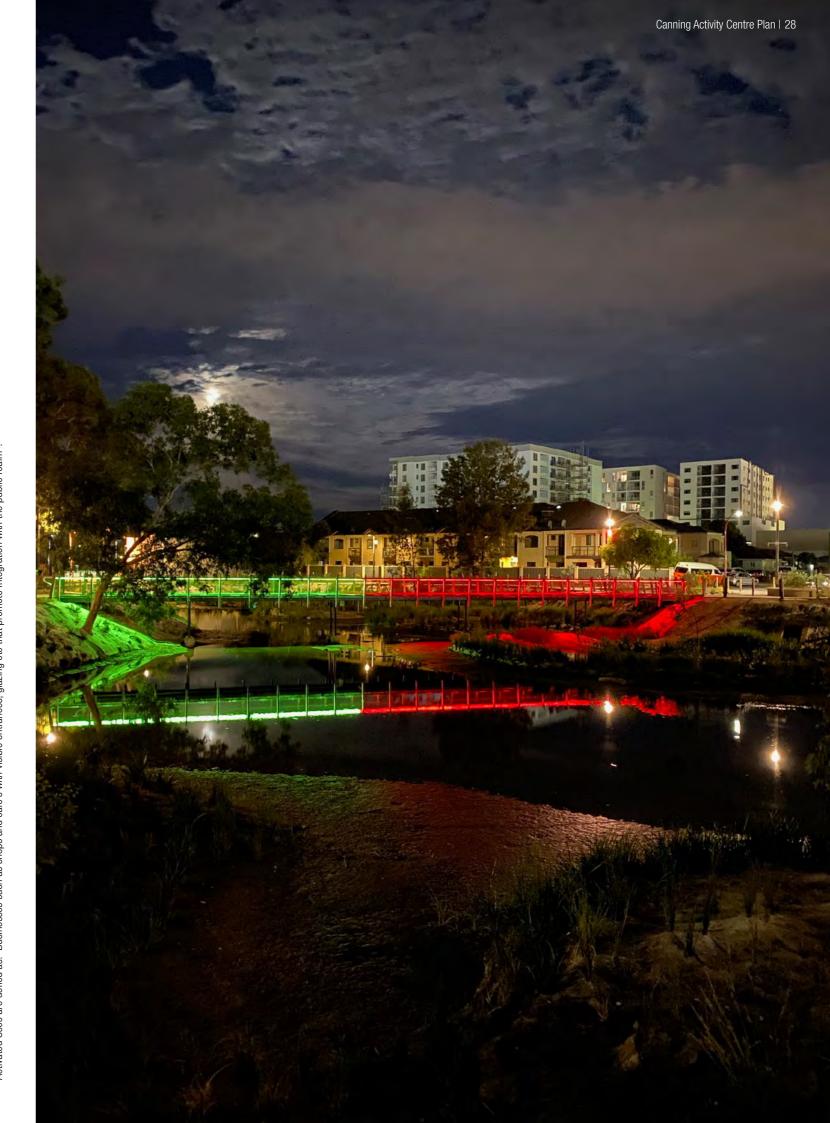
Activated Uses are defied as: "Businesses such as shops and café's with visible entrances, glazing etc that promote integration with the public realm".

Pattie Street	Street	Railway	vay	City Res	City Residential	Riverside 0	Riverside Commercial
Ground floor	Upper floor	Ground floor	Upper floor	Ground floor	Upper floor	Ground floor	Upper floor
Aged Care Facility	Aged Care Facility	Aged Care Facility	Aged Care Facility	Aged Care Facility	Aged Care Facility	Amusement Parlour	Amusement Parlour
Amusement Parlour	Amusement Parlour	Amusement Parlour	Amusement Parlour	Car Park	Car Park	Bulky Goods Showroom	Bulky Goods Showroom
Bulky Goods Showroom	Bulky Goods Showroom	Car Park	Car Park	Child Care Premises	Child Care Premises	Car Park	Car Park
Car Park	Car Park	Child Care Premises	Child Care Premises	Community Purpose	Community Purpose	Cinema / Theatre	Cinema / Theatre
Child Care Premises	Child Care Premises	Cinema / Theatre	Cinema / Theatre	Educational Establishment	Educational Establishment	Community Purpose	Club Premises
Cinema / Theatre	Cinema / Theatre	Club Premises	Community Purpose	Exhibition Centre	Family Day Care	Convenience Store	Community Purpose
Club Premises	Club Premises	Community Purpose	Educational Establishment	Family Day Care	Home Office	Educational Establishment	Educational Establishment
Community Purpose	Community Purpose	Consulting Rooms	Exhibition Centre	Home Business	Hospital	Exhibition Centre	Exhibition Centre
Consulting Rooms	Educational Establishment	Educational Establishment	Family Day Care	Home Occupation	Industry - Cottage	Fast Food Outlet	Funeral Parlour
Convenience Store	Exhibition Centre	Exhibition Centre	Home Business	Home Office	Multiple Dwelling	Hospital	Hospital
Educational Establishment	Family Day Care	Family Day Care	Home Occupation	Home Store	Place of Worship	Hotel	Hotel
Exhibition Centre	Funeral Parlour	Fast Food Outlet	Home Office	Hospital	Residential Building	Liquor Store - Small	Liquor Store - Small
Family Day Care	Home Business	Home Business	Hospital	Industry - Cottage	Stall	Market	Market
Fast Food Outlet	Home Occupation	Home Occupation	Hotel	Liquor Store - Small		Medical Centre	Medical Centre
Home Business	Home Office	Home Office	Liquor Store - Small	Medical Centre		Motel	Motel
Home Occupation	Hospital	Home Store	Medical Centre	Multiple Dwelling		Office	Office
Home Office	Hotel	Hospital	Multiple Dwelling	Office		Place of Worship	Place of Worship
Home Store	Industry - Cottage	Hotel	Night Club	Place of Worship		Reception Centre	Reception Centre
Hospital	Liquor Store - Small	Liquor Store - Small	Office	Residential Building		Recreation - Private	Recreation – Private
Hotel	Medical Centre	Market	Place of Worship	Restaurant / Café		Restaurant / Café	Restaurant / Café
Industry - Cottage	Multiple Dwelling	Medical Centre	Reception Centre	Shop		Restricted Premises	Restricted Premises
Liquor Store - Small	Night Club	Multiple Dwelling	Recreation - Private	Small Bar		Service Station	Shop
Medical Centre	Office	Night Club	Residential Building	Stall		Shop	Small Bar
Multiple Dwelling	Place of Worship	Office	Restaurant / Café			Small Bar	Stall
Night Club	Reception Centre	Place of Worship	Shop			Stall	Tavern
Office	Recreation - Private	Reception Centre	Small Bar			Tavern	Trade Supplies
Place of Worship	Residential Building	Recreation - Private	Stall			Trade Supplies	Warehouse/Storage
Reception Centre	Restaurant / Café	Residential Building	Tavern			Warehouse/Storage	
Recreation - Private	Shop	Restaurant / Café	Veterinary Centre				
Residential Building	Small Bar	Shop					
Restaurant / Café	Stall	Small Bar					
Service Station	Veterinary Centre	Stall					
Shop	Warehouse/Storage	Veterinary Centre					
Small Bar							
Stall							
Tavern							
Veterinary Centre							
Warehouse/Storage							
Activated Uses are indicated in Bold ²	ed in Bold²						

² Activated Uses are defied as: "Businesses such as shops and café's with visible entrances, glazing etc that promote integration with the public realm".

Aged Care Facility Amusement Parlour Car Park Annaement Parlour Car Park Cooks Showroom Chema / Ihadre Car Park Cooks Showroom Chema / Ihadre Chema / Ihadre Chema / Ihadre Chema / Ihadre Card Park Cooks Showling Chema / Ihadre Chema / Ihadre Chema / Ihadre Chema / Ihadre Chema / Ihadre Chema / Ihadre Chema / Ihadre Chema / Ihadre Chema / Ihadre Chandre / Ihadre Cherelinal Establishment Reception Centre Reception Centre Chema / Ihadre Chema / Ihadre Conneuling Box Sines Annae Store Stall Chema / Ihadre Chema / Ihadre Horne Orichaelen Sine Restaurant / Chema Coccupation Chema / Ihadre Chema / Ihadre Chema / Ihadre Horne Store - Small Market Market Chema / Ihadre Chema / Ihadre Horne Store - Small Market Chema / Ihadre Chema / Ihadre Chema / Ihadre Market Market Market Chema / Ihadre Chema / Ihadre	nfrastructure Educational Establishment * Educational Establishment * * Associated with the protection of the TEC
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Trade Supplies	
Veterinary Centre	
Warehouse/Storage	

³Activated Uses are defied as: "Businesses such as shops and cafe's with visible entrances, glazing etc that promote integration with the public realm".



7 Precinct Specific Development Requirements

Development within each of the precincts is to meet the precinct specific development requirements outlined in Table 9 and clauses of this ACP.

Table 7: Development Requirements by Precinct

Development Requirement per Precinct (Ref. Figure 4: Precinct Density and Building Height Plan)												
Criteria	Cecil Avenue Main	Cecil Avenue Other	Pattie Street Precinct	Railway Precinct	City Residential Precinct	Riverside – Commercial	Riverside – Residential	Civic and Recreational	Civic and Educational	Utilities	Retail	Conservation
R Code	R-AC0	R-AC0	R-AC0	R-AC0	R-AC0	N/A	R-AC0	R-AC0	N/A	N/A	N/A	N/A
Minimum net density (dwellings per hectare)	120	120	100	100	80	N/A	60	N/A	N/A	N/A	N/A	N/A
Minimum Residential Plot Ratio	2:1	2:1	1:1	1:1	1:1	1:1	0.6:1	0.6:1	N/A	N/A	1:1	N/A
Minimum/Maximum street setback (up to 13 metres/4 storeys)	0/0m	0/3m	0/3m	0/3m	0/3m	N/A 12m (Albany Hwy)*** 6/10m (other streets)	2/4m	0/3m	0/3m	N/A	Refer to adopted Local Development Plan	N/A
Minimum/Maximum side setback (up to 13 metres/4 storeys)	0/0m	0/0m	0/3m	0/0m	0/3	N/A	0/3m	0/3m	N/A	N/A	Refer to adopted Local Development Plan	N/A
Minimum/Maximum side and front setbacks above 13 metres/4 storeys	3/5m	3/5m	3/5m	3/5m	3/5m	3/5m	3/5m	3/5m	3/5m	N/A	3/5m	N/A
Minimum/Maximum storeys * (see Figure 4 for details)	6/9 or 6/14 storeys as shown on Figure 4	6/9 storeys	4/6 storeys	6/9 storeys	4/6 or 6/9 storeys as shown on Figure 4	3/5 storeys	2/3 or 3/6 or 3/5 storeys as shown on Figure 4	2/3 storeys	2/3 storeys	N/A	3/6 storeys	1/2 storeys
Sustainability bonus (Maximum additional storeys)	4 storeys	2 storeys	1 storey	2 storeys	3 storeys	2 storeys	3 storeys	2 storeys	2 storeys	N/A	3 storeys	N/A
Minimum Ground floor height (floor-floor)	4m	4m	4m	4m	4m	4m	3m	4m	4m	4m	4m	3m

Notes

*Development is also required to comply with maximum height restrictions associated with Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) pursuant to the Airports Act 1996.

^{**}Developments with windows and balconies are required to comply with 'Privacy' requirements under the Residential Planning Codes.

^{***}N/A 12m on Albany Highway, provided the development does not compromise the access arrangement or objectives outlined in LP.13 Albany Highway Access Network. All other streets 6/10m.'

8 Hazards and Separation Areas

8.1 Terminal Substation

A 30m buffer applies for the Terminal Substation.

Development within this buffer and in close proximity to the power lines are to respect the following considerations:

- (a) Development directly abutting the Terminal Substation requires consultation and agreement with Western Power.
- (b) The design of development abutting and surrounding existing and future infrastructure requires consideration of the likely sensitivities to the terminal and lines such as visual impact, noise, security and traffic management.
- (c) Sensitive/non compatible land uses (i.e. Residential, Educational Establishment, and Child Care Premises) are not advocated immediately adjacent to the Terminal Substation.
- (d) Developments adjacent or likely to be affected by Western Power assets are to consider amenity impacts as part of their design. Consideration is to be given to the following factors to reduce amenity impacts on future users within the proposed development:
 - The orientation of buildings and windows to, where possible, minimise
 overlooking into the substation site; building treatments that mitigate
 perceived noise and nuisance issues; and hard and soft landscaping
 designs within the development that provide an effective visual buffer,
 wherever possible.
 - Proponents are strongly encouraged to discuss their developments
 with Western Power prior to the lodgement of any development
 application or preliminary plans which adjoin or affect Western Power
 interests prior to consideration by the approving body. Documentation
 indicating that this discussion has occurred is required as part of the
 supporting materials for a development application.

8.2 Wastewater Pump Station

The purpose of the odour buffer to the Richmond Street (Cannington No. 3) Wastewater Pump Station shown in Figure 3 is to protect the pump station present and future operations from potential conflict with odour sensitive land uses. The local government will not consider odour sensitive land uses in the buffer having regard to the EPA Guidance Statement No. 3 and advice of the Water Corporation.

8.3 Bushfire Hazard Level

The CCC contains areas of Low, Moderate and Extreme Bushfire Hazard Levels. The hazard level is not prohibitive of any proposed development subject to the objectives of State Planning Policy 3.7 and associated Guidelines being considered for future development in bushfire prone areas.

For land that falls inside an area identified as bushfire prone under the Map of Bush Fire Prone Areas, as designated by the FES Commissioner, a bushfire attack level assessment is to be provided as part of the development application, and subject to the assessment bushfire protection criteria may need to be addressed. Refer to Appendix 7 of Part 2 for more information.



9 General Development Requirements

The requirements in this section are to apply to all precincts within the ACP and should be in read in conjunction with SPP7.3 which provides acceptable outcomes and more detailed planning guidance for residential development (multiple dwellings).

9.1 Public Open Space (POS), Green Links and Urban Streams

- (a) The land required for urban streams, water sensitive urban design treatment and public open space as identified in Figure 3, is to be provided by the development and transferred to the local government as an unencumbered estate free of cost.
- (b) The area of land required to provide the urban stream or water sensitive urban design treatment can be calculated as part of any communal open space required.
- (c) The urban stream locations as shown in Figure 3 can only be varied subject to drainage modelling and approvals from the relevant authorities.
- (d) The local government will deliver the urban streams and water sensitive urban design treatment where the land is transferred free of cost.
- (e) Developments may integrate urban streams into their land if the detailed design is supported by a Water Management Plan to the satisfaction of the local government.

9.2 Landmark Buildings

- (a) Landmark buildings are to be provided at the locations indicated in Figure 3. These may be created through a change of scale, materials and/or architectural treatment.
- (b) Good landmark articulation can be achieved by change in geometry or volume, decorative windows, enhanced vertical or modular treatment, double height or penthouse apartments are encouraged (where permissible) to reinforce prominent sites.

9.3 Drainage

- (a) It is the proponent's responsibility to undertake the necessary reviews, assessments and modelling to demonstrate that the proposed development will manage small, minor and major rainfall events, to the satisfaction of the City. Stormwater Management shall be in accordance with the Stormwater Management Manual for Western Australia and National Construction Code of Australia.
 - i. Roads and public open spaces are to be designed to cater for the surface overflow for 1 in 100 year storm events.
 - ii. The post-development critical one-year average recurrence interval peak flow and volume is required to be equal to or less than pre-development flows at the discharge points of all plan and/or development areas.
- iii. The peak stormwater runoff from the site is not to exceed the peak runoff from the site prior to development.
- iv. Runoff from events are to be managed in accordance with the agreed post-development scenario, to the serviceability requirements of Australian Rainfall and Runoff (Engineers Australia, 2001) for minor/major system, when:
 - greater than the one in one year average recurrence interval event,
- up to the five year average recurrence interval event in residential areas, and 10 year average recurrence interval event in commercial/industrial
 areas.
- v. On-site stormwater management is to be collected and stored for controlled release and preferably for re-use (as irrigation, toilet flushing or other non-potable use). Harvested stormwater from impervious areas (excess roof water, paved areas and roads) to recharge superficial aquifers where appropriate, is encouraged (subject to approvals).
- vi. All flows from constructed impervious surfaces and from subsoil drains are to receive treatment prior to infiltration or discharge, for example through bio filters or rain gardens.
- (b) Many development sites within the ACP are not suitable for disposal of storm water via infiltration. Where infiltration is not-suitable, the local government will allow a connection into the local drainage network providing:
- i. Some development sites require payment for Drainage Headworks prior to the local government approving a connection.
- ii. If an overland flow path is provided, internal detention/retention capacity shall be designed for a 5% annual exceedance probability (AEP) rainfall event, otherwise internal detention/retention capacity shall be designed for a 1% AEP rainfall event.
- iii. All connections must be designed to restrict peak discharge.

9.4 Waste Management

- (a) Service and bin storage areas are to be concealed from the street.
- (b) Screening and ancillary buildings are to be of materials and design compatible with the adjacent buildings.
- (c) Where a development includes 10 or more dwellings and any non-residential development, a specialist waste management plan is to be provided to the satisfaction of the local government.
- (d) Refuse collection vehicles must be able to drive in and out in forward gear where on-site servicing is proposed.
- (e) Where a development includes 10 or more dwellings, general waste disposal is to be provided via an 1100 litre or 660 litre shared bin. Provision for additional bins will be mandatory based on the number of dwellings.

9.5 Public Art Requirements

Developments identified by the local government's Local Planning Policy are required to make a public art contribution.





9.6 Pedestrian and Vehicular Access

- (a) Pedestrian and vehicle access should be designed to ensure legibility while minimising conflict between the two by separating pedestrian and vehicle access wherever possible and or prioritis-ing pedestrians over vehicles.
- (b) Building entries are to be readily identifiable and designed for universal access with pedestrian access facing the street, utilising architectural detailing, materials, colours and landscape treatments to differentiate between vehicles and pedestrians to improve legibility for users.
- (c) Vehicular access is to be provided from a secondary street where possible.
- (d) Vehicular access width to a minimum and avoid vehicle standing areas within the street setback.
- (e) Position ramps, gates and roller doors behind the main building frontage.
- (f) Loading, delivery and car parking areas are to be well lit and provide for surveillance.

9.7 Parking Requirements

- (a) Car parking areas are not located within the street setback and are not visually prominent from the street.
- (b) Multi-storey car parks are to be screened with an artistic or landscape treatment.
- (c) Parking shade structures are to be integrated with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments.
- (d) Application for non-residential, multiple dwellings and mixed use works, car and bicycle charging stations are to be installed or provision is made for sufficient infrastructure to accommodate future electric vehicle charging points at a minimum 20 per cent of total bays.

9.7.1 Residential Vistor Parking

For residential development or for the residential component of a mixed use building, the required 0.25 visitor bays per unit may be allocated by negotiation with the local government as follows:

- Co-share of commercial bays (on-site) provided that the minimum commercial bay requirement has been achieved, and/or
- As cash-in-lieu per bay, and/or
- Constructed as on-street parking bays immediately adjacent to the development.

9.7.2 Parking in Lieu

Subject to the provisions of the Local Planning Scheme, the local government may accept cash in lieu provisions for parking subject to approval. Conditions for consideration may include on-site and on-street parking being insufficient. In this instance, the applicant may contribute towards the construction of public car parks identified in this ACP or on-street car parking embayment, subject to the local government's approval. A fee per bay (construction costs) will be applied for cash-in-lieu considerations and contributions.

9.8 Diversity through Dwelling Types

- (a) Developments containing greater than 12 dwellings will be required to provide a diversity of dwelling types and sizes to support affordable housing and opportunities for families to live in the CCC.
- (b) Dwelling type targets are as follows:
- Minimum 20% one bedroom dwellings, up to maximum 50%.
- Minimum 40% two bedroom dwellings, up to maximum 70%.
- Minimum 8% three+ bedroom dwellings, up to maximum 15%.
- All residential developments must not contain any dwellings smaller than 40m area (in useable floor space and excluding balconies) and each bedroom is to be a habitable size (minimum dimension of 3m).
- Flexibility in dwelling size to be considered in dual-key developments.

9.9 Landscape design

- (a) Developments that require a landscape plan should consider a landscape design that is environmentally sustainable, considering local environmental conditions and constraints. The landscape plan should consider the following:
- diverse and appropriate plant selection, preferencing the use of native, endemic species, non-invasive or Waterwise plants
- minimising the use of turf unless sustainable water harvesting and reuse systems are used
- vegetated stormwater management systems and passively irrigated gardens
- use of sub-surface irrigation and irrigation systems with rain and soil moisture sensors
- opportunities to harvest and re-use rainwater collected and stored on-site
- maximising the use of permeable surfaces to allow infiltration of rainwater and irrigation
- green walls
- planting to provide shade
- retention trees where practical
- (b) Landscaping will be required along the street frontage of the development where practical.

9.10 Utilities

- (a) Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are accessible for servicing requirements but not visually obtrusive from the street or open space within the development.
- (b) Hot water units, air-conditioning condenser units are located such that they can be safely maintained, are not visually obtrusive from the street.

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9.11 Awnings and Verandas

- (a) Awnings are required for Activated Uses (on the ground floor); and
- (b) Awnings and verandahs are to be provided for weather protection, comfort and amenity. To achieve the desired built form, these are to:
 - i. Be of high quality architecture, integrated with the design of the building, and provide a unifying element within the streetscape.
 - ii. Where a proposed building on a lot fronting Albany Highway includes a nil street setback, any awning is to be set back 2.5m from the kerb face in accordance with Main Roads WA requirements.
 - iii. Stepped awnings for design articulation or to accommodate sloping streets are to have a maximum of 0.7m differential in height if required.
 - iv. Awnings are not to be supported by pillars located outside of the lot.
 - v. Awnings are to be provided with:
 - A minimum clearance of 3.2m and maximum of 4.0m from ground level.
 - A minimum depth of 2.5m cantilevered over the footpath.
 - A minimum 2.7 m clearance to structures, signage and lighting.
 - Span the full width of the building that is up to the lot boundary.
 - Provide a 1.5m clearance from street tree trunks.

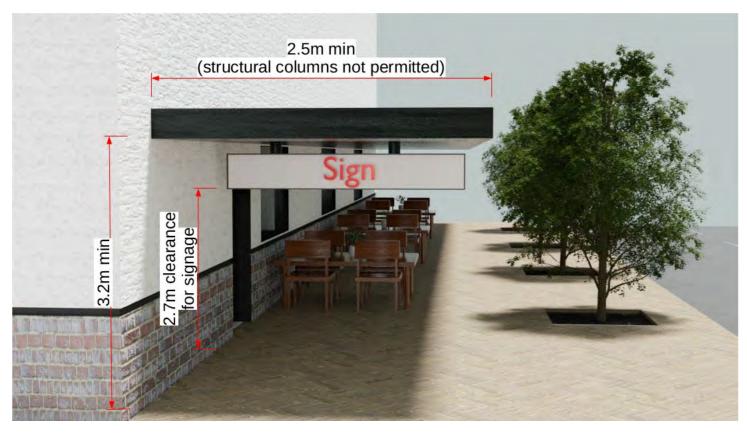


Figure 5: Awnings

9.12 Public domain interface and CPTED

Development should enhance the visual interest and amenity of the public realm and be designed in accordance with 'Crime Protection through Environmental Design' principles and have a positive interface with the public domain. This can be addressed through the following:

- (a) The inclusion of entries, balconies and windows interfacing the street.
- (b) Where development adjoins the public realm (roads, public parks, open space or bushland) the design positively addresses this interface. Potential design solutions include:
- direct street access, pedestrian paths and clearly defined building entries
- paths, visually permeable or low fences and planting minimising the use of blank walls, solid fences and ground level parking.
- (c) Lighting is to provide visibility and enable pedestrian use of key paths and public spaces. Blind-spots are to be avoided.
- (d) All developments fronting the street must respond to and address the street in a safe, attractive and integrated manner for the purposes of safety and creating a desirable streetscape.
- (e) For non-residential uses, the use of shutters or visually impermeable security measures over windows is not preferred.
- (f) No tinted, translucent, opaque or reflective screening will be permitted on the ground floor of Activated Uses.

9.13 Façade and Roof design

Development should be designed and constructed to a high architectural standard and finish. This can be addressed through the following:

- (a) Façade design should include articulation and visual interest through the composition of different elements and changes in texture, material and colour.
- (b) The roof form or top of building is to complement the façade design and desired streetscape character. Design solutions to achieve a roof design that complements the façade and streetscape can include:
- prominent elements at the street frontage and/or corners
- skillion or very low pitch hipped roofs
- use of generous eaves and overhangs that assist with shading
- concealed roofs
- (c) Building services located on the roof are not visually obtrusive when viewed from the street

9.14 Flexible Design / Adaptability

Buildings are to be designed for adaptability, and have the capacity of buildings to accommodate change. A building that is more adaptable will be utilised more efficiently, and stay in service longer, because it can respond to changes at a lower cost. A longer and more efficient service life for the building may, in turn, translate into improved environmental performance over the lifecycle. An applications are to consider:

- (a) Flexibility on enabling minor shifts in space planning
- (b) Convertibility in allowing for changes in use within the building
- (c) Expandability (alternatively ability to shrink) in facilitating additions to the quantity of space in a building.

9.15 Qualification for Height Bonus

- (a) An incentive-based 'Bonus' strategy applies to this Plan whereby additional height is awarded for developments that deliver above the mandated standard.
- (b) Residential developments which meet one of the following Energy Efficiency criteria may seek the extra height allowed in Figure 4:
- i. Incorporate at least four significant energy efficiency initiatives within the development that exceeds minimum practice (refer to Design Guidance DG 4.15.1 of SPP7.3); or
- ii. All the dwellings to meet the minimum NATHERS requirement for apartments by 2 stars (refer to DG 4.15.2 of SPP7.3); or
- iii. When the proposal demonstrates exceptional water management and conservation and a significant reduction in mains water use; or
- iv. Proponents are also encouraged to submit proposals and draw the local government's attention to what they believe are worthy of bonus that are not mentioned specifically in the document such as 'design excellence' or a 'green wall'. This is likely to be assessed by the Design Review Panel.
- (c) Non-residential developments which meet one of the following Energy Efficiency criteria may seek the extra height allowed in Figure 4.
- i. Incorporate at two sustainability design considerations listed in subclause 9.16; or
- ii. Proponents are also encouraged to submit proposals and draw the local government's attention to what they believe are worthy of bonus that are not mentioned specifically in the document such as 'design excellence' or a 'green wall'. This is likely to be assessed by the Design Review Panel.

9.16 Sustainability Design Considerations

The following **Energy Production** design considerations are encouraged:

- Integrate solar panels for water heating and photovoltaic electricity technological systems.
- Incorporate energy recovery and storage such as tri- or co-generation and centralised cooling, heating and power.
- Energy management systems that enable load sharing between different uses and/or groups of buildings.
- Masonry adjustments through reverse brick veneer.
- Use of waste material cement-substitutes.
- Use alternative low energy finishes.
- Recycle and re-use of demolition and construction materials.

The following *Energy Control* design considerations are encouraged:

- Integrated building automation systems with IT infrastructure, such as: sensors, controls and Smart Controls to control loads based on occupancy, schedule and/or the availability of natural resources such as daylighting and natural ventilation.
- Include electrical vehicle changing points.
- Incorporate highest possible rating fixtures to reduce electricity consumption.

The following *Thermal Comfort* design considerations are encouraged:

- Natural Light: The building plan is to optimise solar access to work, study, common and habitable spaces, by maximising indoor and outdoor areas that
 have a northerly orientation and minimise uncontrolled summer sun.
- Natural Ventilation: To lessen energy consumption, design is to use natural ventilation to reduce the need for air conditioning. This can be done by including operable windows or hybrid air conditioning systems.

Performance targets apply for energy, water and material consumption and the minimum target must be achieved in each area. Development bonuses will be provided where a development demonstrates exceptional sustainability measures.

The following is encouraged for water appliances and fixtures:

• Low energy and water rating appliances such as refrigerators, dishwashers, air conditioning etc. (with a WELS rating of five or more stars) are desirable.

10 Local Development Plans

- (a) Landholdings requiring Local Development Plans (LDP) and in turn, subdivision, are also marked in Figure 6. Local Development Plans are to be prepared and adopted pursuant to Part 6 of the Deemed Provisions.
- (b) Certain landholdings within the CCC will be required to undergo subdivision to provide greater access and permeability. Subdivision is also to assist in the creation of POS and urban streams to improve the amenity of the CCC. The indicative road, POS and urban stream layout is provided in Figure 3 and Figure 8.
- (c) Notwithstanding the above, the local government may recommend subdivision or approve the development of land within the ACP area prior to an LDP coming into effect in relation to that land, if the local government is satisfied that this will not prejudice the specific purposes and requirements of the Activity Centre Plan area, the design of the Activity Centre Plan area or the development of the surrounding area.
- (d) Further, the local government may consider a variation to the indicative subdivision layout as shown in Figure 8 and Figure 3. Variations must be justified and demonstrate support for the Canning City Centre vision and objectives. Permeability, accessibility and provision of public open space are not to be reduced as a result of any variations.
- (e) The ACP establishes the minimum requirements for roads, access lanes and open space and LDPs are to respond to these requirements to support the vision of the Canning City Centre.

- (f) Requirements for LDPs are outlined in Part 6 of the Deemed Provisions. In preparing a LDP, the overarching objectives of the ACP need to be applied and may include details as to but not limited to:
 - Consolidation and/or subdivision of land
 - building envelopes
 - · distribution of land uses within a lot
 - public and communal open space
 - servic
 - vehicular access, parking, loading and unloading areas, storage yards and rubbish collection closures
 - the location, orientation and design of buildings and the space between buildings
 - landscaping, finished site levels and drainage
 - protection of sites of heritage, conservation or environmental significance:
- signage strategy
- special development controls and guidelines
- other information considered relevant by the local government
- (g) A Traffic Impact Assessment, undertaken in accordance with WAPC's Transport Assessment Guidelines is to be included in the Local Development Plan.



Local Development Plans

1 - Cecil Avenue North
2 - Ern Clark
3 - Carousel Road
4 - Lake Street
5 - Sevenoaks
6 - Southern Link
7 - Richmond Street
8 - Albany Highway
9 - Carousel
10 - Lake Street
11 - Greyhounds

Legend

Figure 6: Landholdings requiring LDP



11 Road Requirements

Appendix 6 Movement, Access and Parking Strategy suggests a series of new road and laneways throughout the City Centre Area. All the new links have been modelled based on given current congestion levels and potential growth under the ACP and the significant mode shift.

To achieve this, the following apply to future development:

- (a) Street alignment, pedestrian connections and subdivisions are to be generally guided by Figure 3 and Figure 8.
- (b) The laneways marked in Figure 3 and Figure 8 are indicative. Developers are to liaise with the City to ensure safety, manoeuvring and service areas to and from the laneways.
- (c) Widths and cross-sections for all other streets in the CCC will vary based on their hierarchy and purpose
- (d) Cecil Avenue will be a 30m wide road reservation to facilitate the creation of a Main Street as in Figure 9 and Figure 10 provide the alignment of Cecil Avenue and indicates which land parcels will be affected.
- (e)For road, laneways/rights of way, the developer is to liaise with the local government.
- (f) Where additional land is required to make provision for Cecil Avenue, streets and lanes, these will be done through negotiations with the landowner at the development stage.

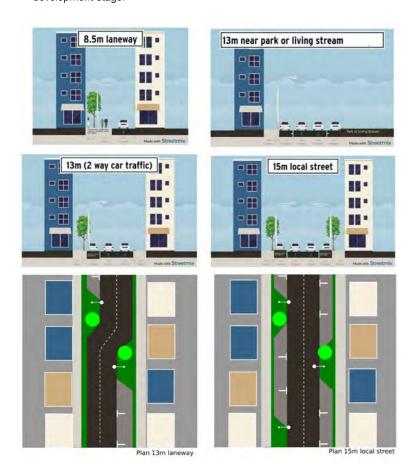
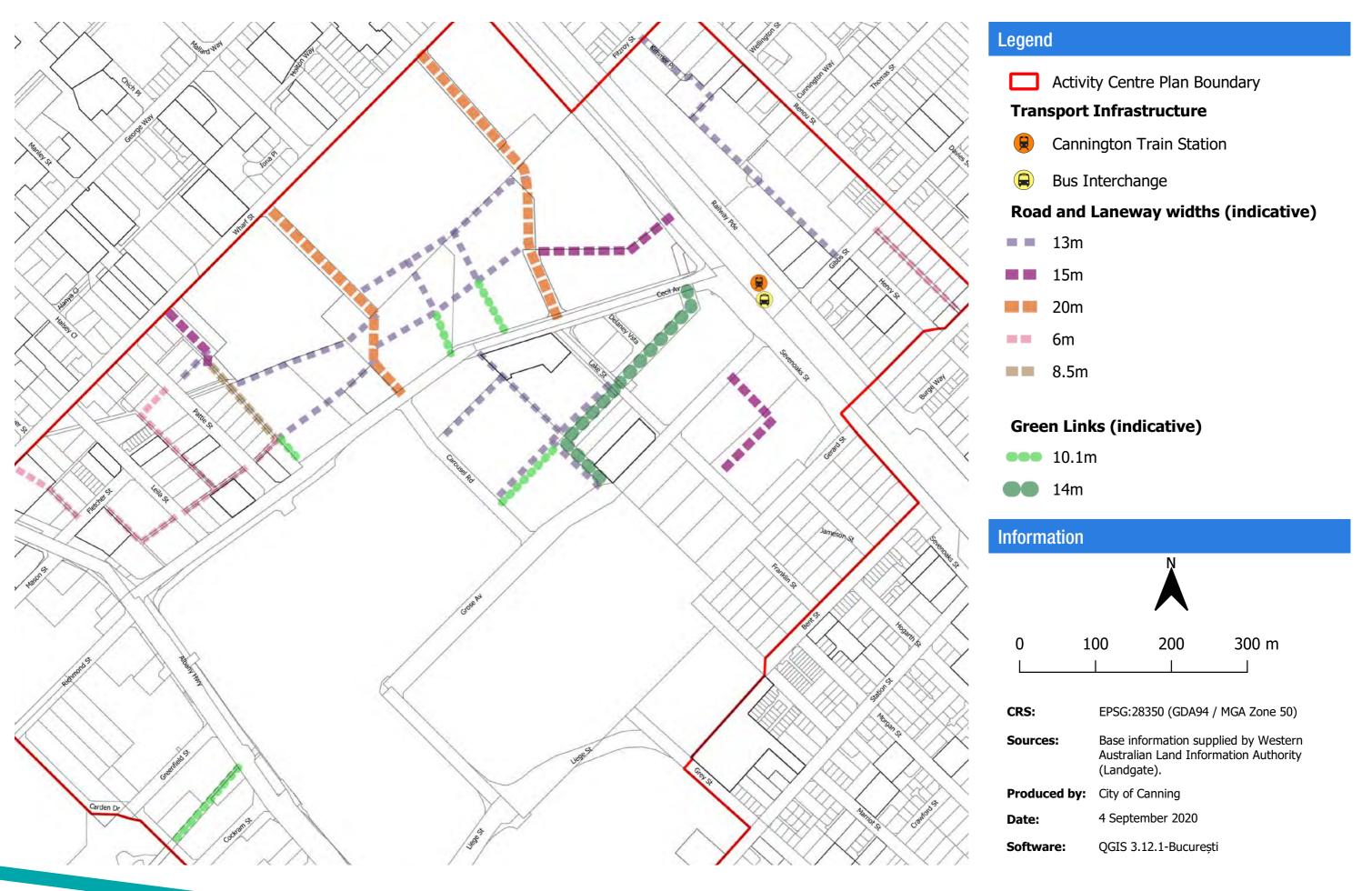
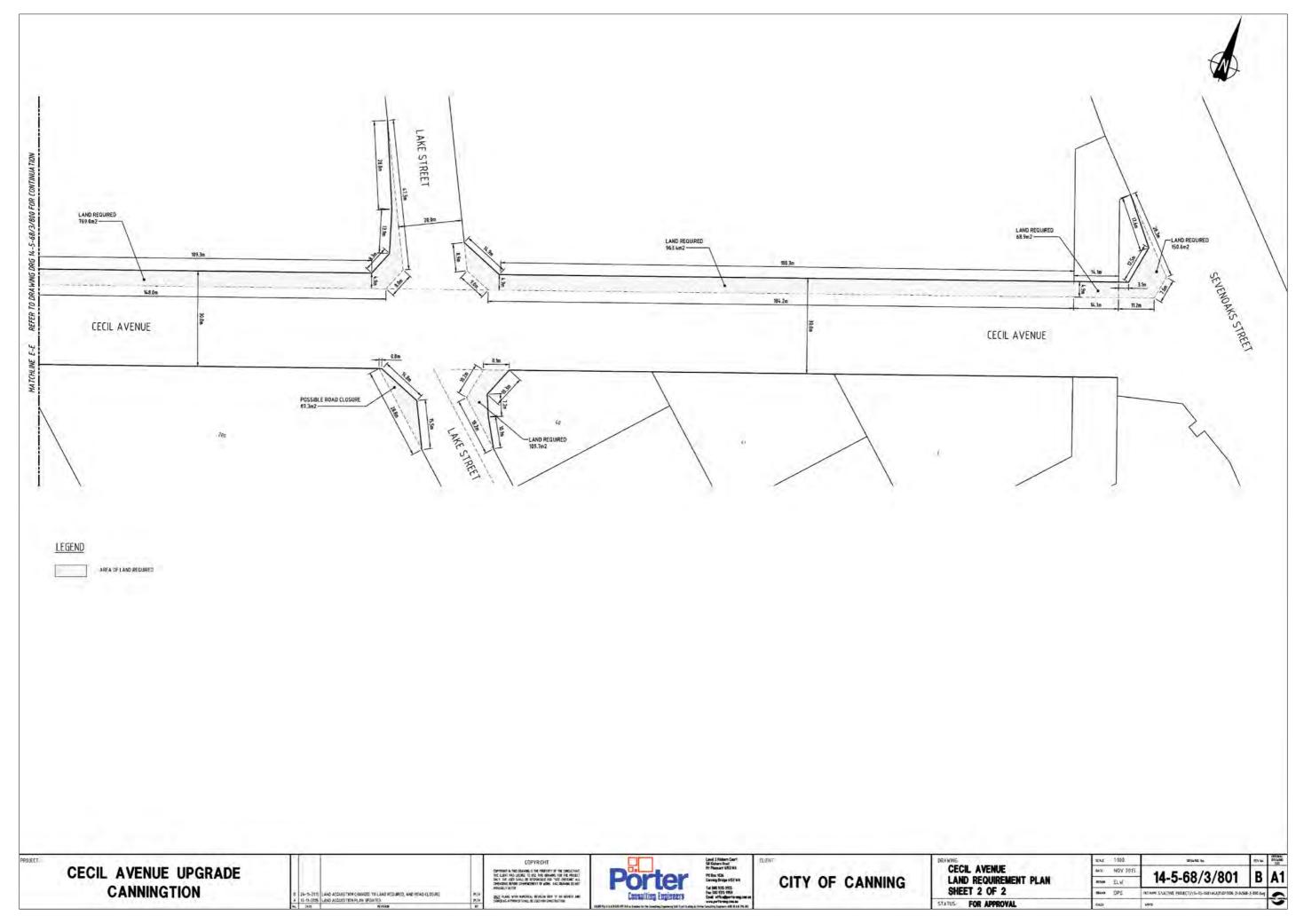
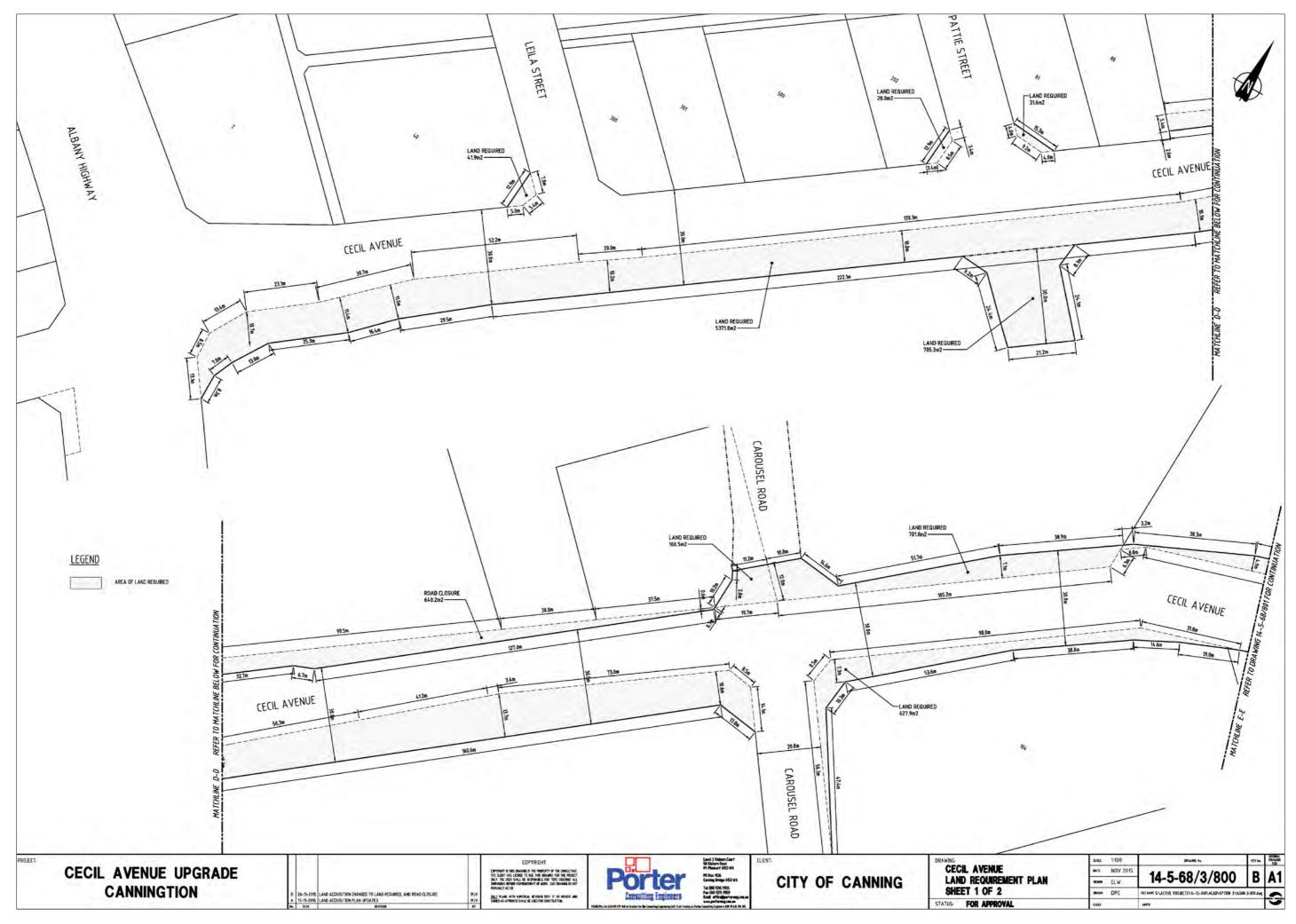


Figure 7: New Street Indicative Design









12 Funding Arrangements

12.1 Funding Arrangements for the Provision of Standard and Community Infrastructure

The ACP requires a number of infrastructure upgrades and community assets to support the proposed development and community. These relate to road and drainage upgrades, new links being created to facilitate movement through the Canning City Centre, Public Open Space and amenity improvements. Contributions from developers may be sought via negotiation or an adopted Development Contribution Plan to be prepared in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 Part 7, which applies to land in the Scheme area (the Canning City Centre).

12.2 Approvals, Engagement and Design Review

Adherence to consultation requirements is to follow the applicable State or Local Planning Policy.

