



## Westfield Carousel Shopping Centre LOCAL DEVELOPMENT PLAN

PREPARED BY URBIS FOR  
WESTFIELD CAROUSEL JUNE 2014

*Westfield*

urbis



# 0.0 CONTENTS

<b>1.0 INTRODUCTION</b>	<b>4</b>
1.1 Background, Purpose & Vision	4
1.2 Location & Context	5
1.3 Statutory Context	6
1.4 Development Assessment Process	7
<b>2.0 BUILT FORM CONTROL</b>	<b>8</b>
2.1 Approach to Development Control	8
2.2 Frontage Types	9
2.3 Development Standards by Façade Type	10
<b>3.0 CECIL SQUARE + OTHER SPACES</b>	<b>16</b>
3.1 Cecil Square	16
3.2 Other Spaces	19
<b>4.0 LANDMARK SITES</b>	<b>20</b>
4.1 Albany Highway/Cecil Avenue	20
4.2 Albany Highway/Liege Street	20
<b>5.0 MOVEMENT AND ACCESS</b>	<b>21</b>
5.1 Location and Treatment of Carparking	21
<b>6.0 INFRASTRUCTURE</b>	<b>22</b>
6.1 Roads and Infrastructure	22
6.2 Priorities	22

## FIGURES:

1	Regional Context Plan	5
2	Local Context Plan	5
3	Location Plan	6
4	Facade Types	9
5	Cecil Square Use Diagram	16
6	Cecil Square	17
7	Cecil Walkway Concept	19
8	Car Parking Diagram	21
9	Staging Plan	22

# 1.0 INTRODUCTION



## 1.1 BACKGROUND, PURPOSE & VISION

A considerable amount of work has been undertaken by the City of Canning in establishing a planning framework for the Canning City Centre through the preparation and adoption of the Canning City Centre Structure Plan (CCCSP). The CCCSP was prepared to guide the timing and quality of delivery of the expansion and redevelopment of the city centre.

The purpose of this Local Development Plan (LDP) is to further guide the development of built form within Westfield's landholdings, prior to the preparation and lodgement of development applications. In accordance with

Clause 3.3 of the CCCSP, this LDP addresses matters including built form controls, building façade and activation treatments, vehicle and pedestrian access, road alignments and infrastructure contributions.

This LDP sets out the development parameters for built form fronting the street only. Matters relating to the internal development and land use configuration and permissibility will be subject to the relevant provisions of the CCCSP and will be dealt with as part of a future development application/s.

Westfield's vision for the Carousel Shopping Complex is as follows:

*'Westfield Carousel will be a vibrant and contemporary retail, commercial, community and entertainment heart of the Canning City Centre. The intensity of the urban form along Cecil Avenue and the diversity of uses will foster activation, interaction and accessibility, with an emphasis on pedestrian-scaled podium buildings and attractive and inviting building facades. Activity will be focused around a central civic space, Cecil Square, which will be a lively, welcoming space which will become a focal point for the Shopping Centre.'*

*The retail core will provide the intensity and visitation levels necessary to stimulate and support other land uses and activities along Cecil Avenue, which in turn will act as a catalyst for the redevelopment of the broader City Centre, including the delivery of higher density residential development on surrounding landholdings. Westfield Carousel will deliver improved pedestrian connections within and around the centre and will create sleeved active frontages on Cecil Avenue, contributing to the success and vibrancy of the 'main street' environment, as well as promoting passive surveillance.*

This LDP also provides specific guidance on the location, size and treatment of Cecil Square; a key node within the Canning City Centre.



# 1.0 INTRODUCTION

## 1.2 LOCATION & CONTEXT

The Westfield Carousel Shopping Centre forms a significant landholding within the Cannington Strategic Metropolitan Centre (also referenced as the Cannington City Centre); a 332.5ha tract of land located approximately 10km south-east of the Perth Central Business District. The

Carousel Shopping Centre is bound by Albany Highway to the south-west, Liege Street to the south-east, Cecil Avenue to the north-west and Carousel Road to the north-east.

Westfield Carousel plays a major role in the City Centre and the broader region and will continue to function as the predominant land use and activity in the Centre. It is the Perth Metropolitan area's largest shopping complex and has a significant trade area that extends well beyond the City

of Cannington. The extent of land subject to this LDP comprises Lot 1 Albany Highway, Cannington, under the ownership of Westfield.

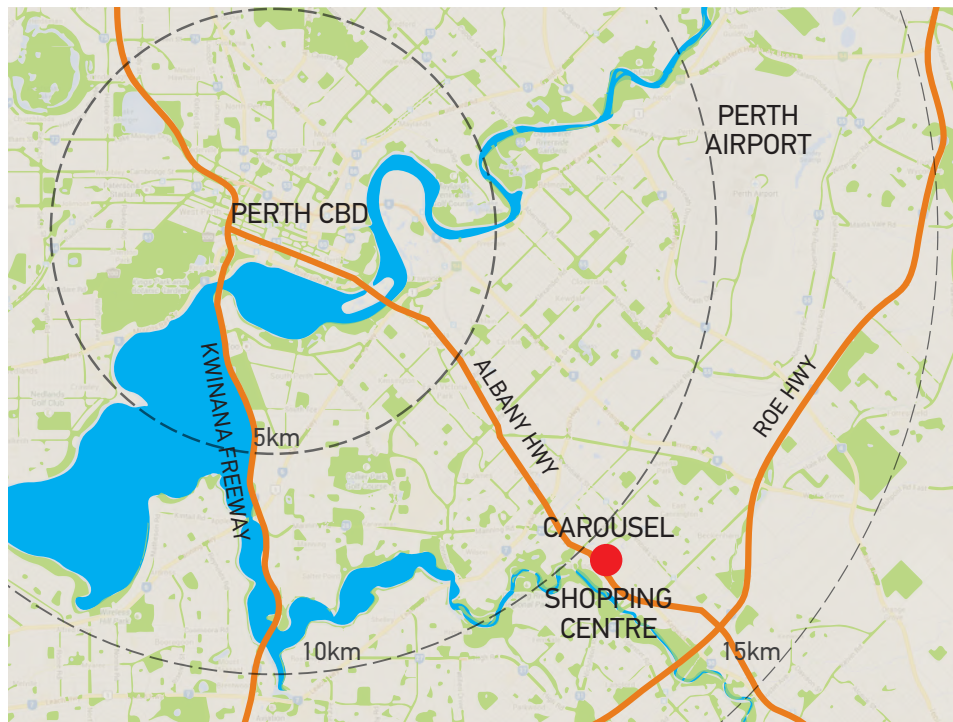


Figure 1 - Regional Context Plan

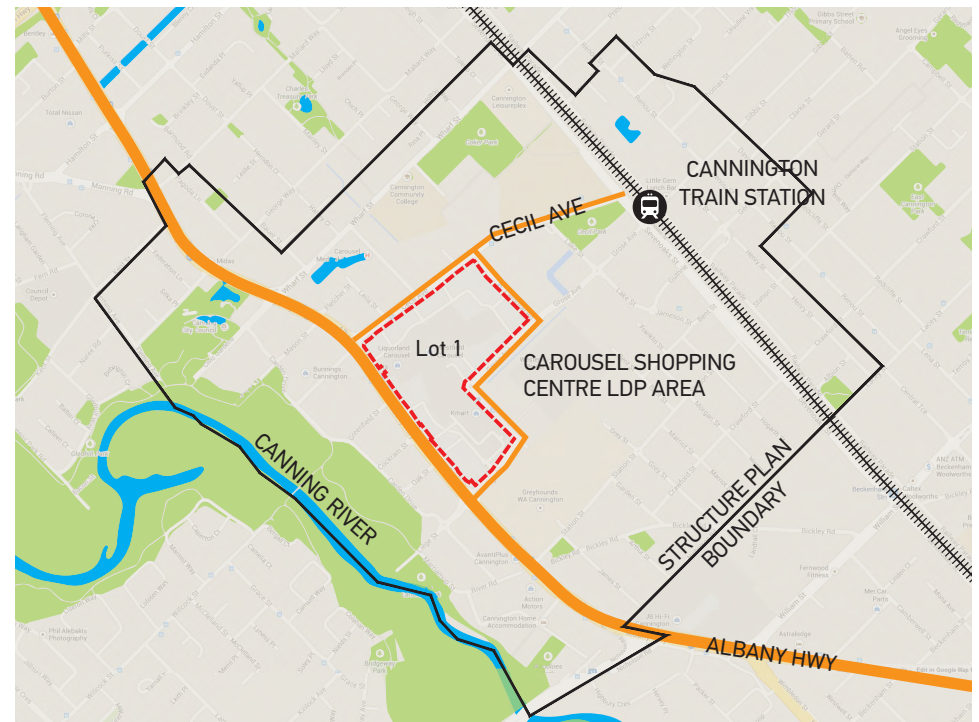


Figure 2 - Local Context Plan

# 1.0 INTRODUCTION



Figure 3 - Location Plan



## 1.3 STATUTORY CONTEXT

### 1.3.1 RELATIONSHIP TO THE CITY OF CANNING TOWN PLANNING SCHEME NO.40 (TPS 40)

This LDP has been prepared and adopted as a planning policy in accordance with Clause 2.7.12 of Town Planning Scheme No.40 (the Scheme). This planning policy is to be read in conjunction with the CCCSP Planning Policy.

It is understood the City of Canning are currently progressing a Scheme Amendment to introduce provisions that will formally permit the preparation of a Scheme adopted Activity Centre Structure Plan for the Canning City Centre. Concurrently, the City intends on progressing the current CCCSP through this statutory process. Further, it is understood the City intends on (amongst other things) aligning the Activity Centre Structure Plan with the design parameters contained within this document.

### 1.3.2 RELATIONSHIP TO CANNING CITY CENTRE STRUCTURE PLAN

The CCCSP has been prepared and adopted by the City of Canning as a local planning policy. Whilst the CCCSP was developed to outline the intended character of the Canning City Centre and to identify broad development standards and preferred uses, this LDP has been prepared to primarily guide and influence built form outcomes.

In assessing future development applications within the LDP area, the City of Canning and Central Metropolitan Joint Development Assessment Panel (JDAP) will have regard for the relevant provisions of the CCCSP and LDP. For the matters considered by this LDP, where there is an inconsistency between the CCCSP and the LDP, the LDP shall prevail. From a land use permissibility perspective, the Scheme and the CCCSP prevail; however, this LDP does provide further guidance on preferred ground floor uses.

Please note however, the CCCSP is currently subject to revision to depict the revised Cecil Square location and updated use class permissibility.

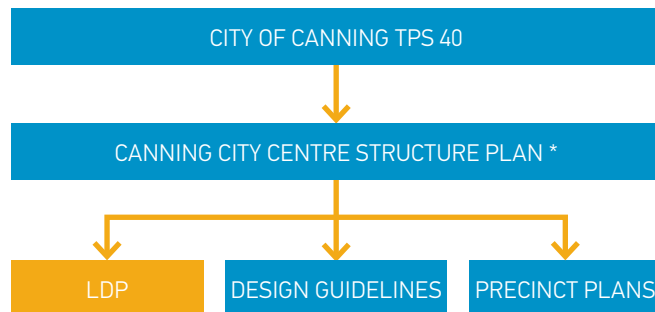
# 1.0 INTRODUCTION

## 1.4 DEVELOPMENT ASSESSMENT PROCESS

All development applications within the LDP area will be subject to the provisions of this LDP and the CCCSP. Once a development application is lodged, it will be assessed by City of Canning staff (and Department of Planning, if considered Major Development\*) against the key requirements of the LDP and broader planning framework to determine compliance with all applicable standards and criteria.

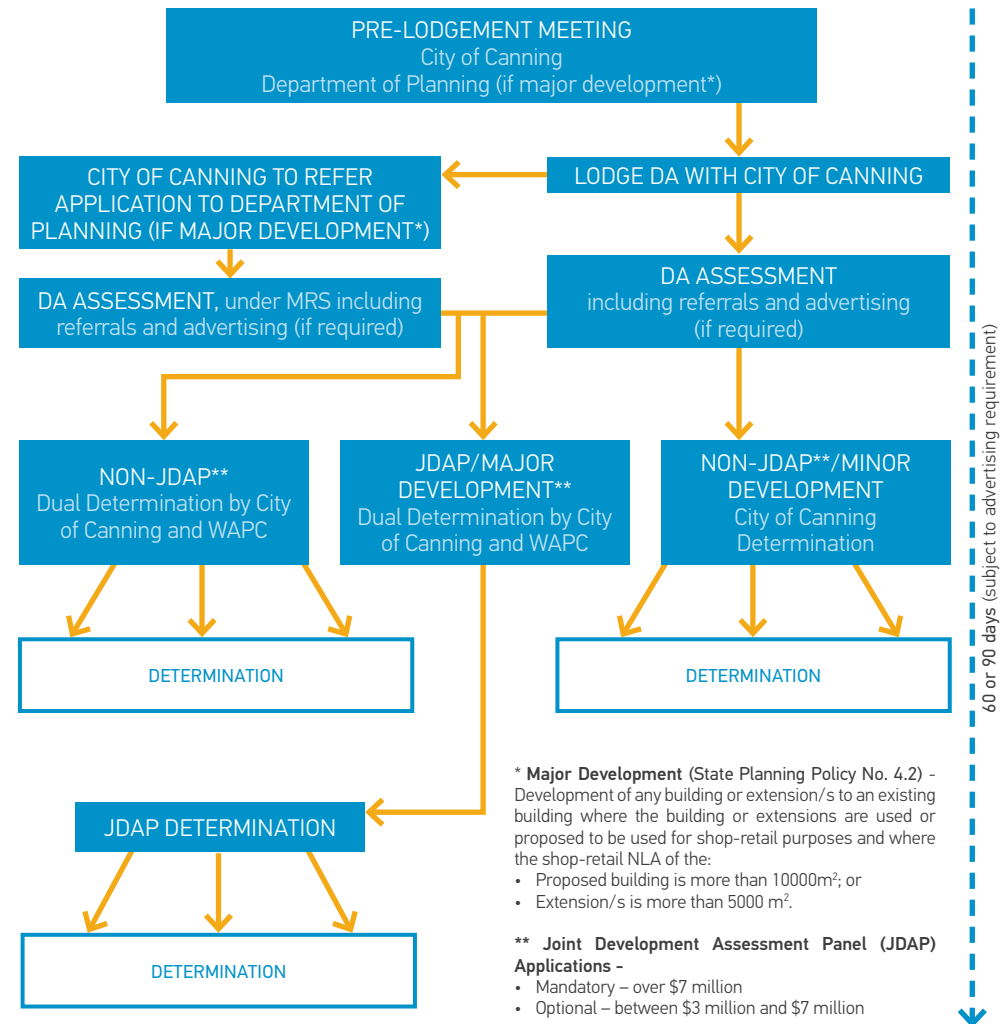
Applications may also require determination by the Metropolitan Central JDAP, if the construction value meets the relevant threshold.

The following flow chart illustrates the planning document hierarchy within which this LDP sits:



\* Currently adopted as a local planning policy, however process underway to adopt as a Structure Plan (Approval required from WAPC)

The following flow chart illustrates the application process:





## 2.0 BUILT FORM CONTROLS

### 2.1 APPROACH TO DEVELOPMENT CONTROL

The built form strategy for the LDP area aims to capitalise on the location, exposure and accessibility of the surrounding street interfaces, to ensure building facades support the intended public realm character of each place.

The LDP defines 5 separate façade types, each responding to different site and locational characteristics and design intentions, to enable the coordinated expansion of the centre and promote the highest quality design outcomes. A number of development standards relate to each façade type, including ground level treatments, setbacks, awnings, carparking configuration and preferred land uses.

Figure 4 identifies the façade types that apply to each street edge of the LDP, with brief descriptions of each provided overleaf.

Section 2.2 provides a brief summary of intent for each identified frontage type, while Section 2.3 outlines specific requirements and criteria. Variations to these standards based on demonstrated design merit and consistency with the overall design intent may be considered at the discretion of the City of Canning.

All development shall incorporate Crime Prevention Through Environmental Design (CPTED) principals. All Development Applications shall be accompanied by a formal CPTED assessment.

The future expansion of the centre will be designed, particularly at key nodes such as Cecil Square, to allow for a level of adaptability to accommodate additional levels / uses in the future, as the centre matures.





## 2.0 BUILT FORM CONTROLS

### 2.2 FRONTAGE TYPES

#### 2.2.1 ACTIVE FRONTAGE A (STREET)

Active Frontage A is concentrated on Cecil Avenue where a high level of activation and clear visual engagement with pedestrians is promoted and a nil setback is required to the street. Cecil Avenue is intended to be the most vibrant area of the centre and will accommodate a continuous frontage of shops, offices, hospitality and civic uses to encourage the level of activation required for a vibrant 'main street' environment. This frontage, together with a separate set of site specific standards, will also apply to Cecil Square.

#### 2.2.2 ACTIVE FRONTAGE B (SETBACK)

This frontage type is applicable to the key existing entrance to the shopping centre on Albany Highway, where a specific type of activation is sought. This façade type allows for an activated frontage to accommodate retail and entertainment uses, however permits a generous setback to Albany Highway, and carparking and associated vehicle access in front of the buildings.

#### 2.2.3 SEMI-ACTIVE FRONTAGE

Semi-active Frontages relate to areas that demand less activated façade treatments and are unlikely to be associated with high levels of pedestrian footfall. Semi-active Frontage areas are concentrated on Carousel Road, in order to achieve a level of integration with the adjoining landholdings.

#### 2.2.4 ATTRACTIVE FRONTAGE

Attractive Frontages are located along Albany Highway and on the corner of Carousel Road and Liege Street. These frontages are intended to ensure good design outcomes for areas where limitations associated with 'big box' retail environments and multi-deck carparks may occur.

#### 2.2.5 SERVICE FRONTAGE

In order to accommodate the required 'back of house' activities, a service frontage is provided along a portion of Liege Street and Grose Avenue. This area will accommodate delivery areas, plant equipment, and carparking access, whilst ensuring an amenable façade to adjoining landholdings and good passive surveillance.

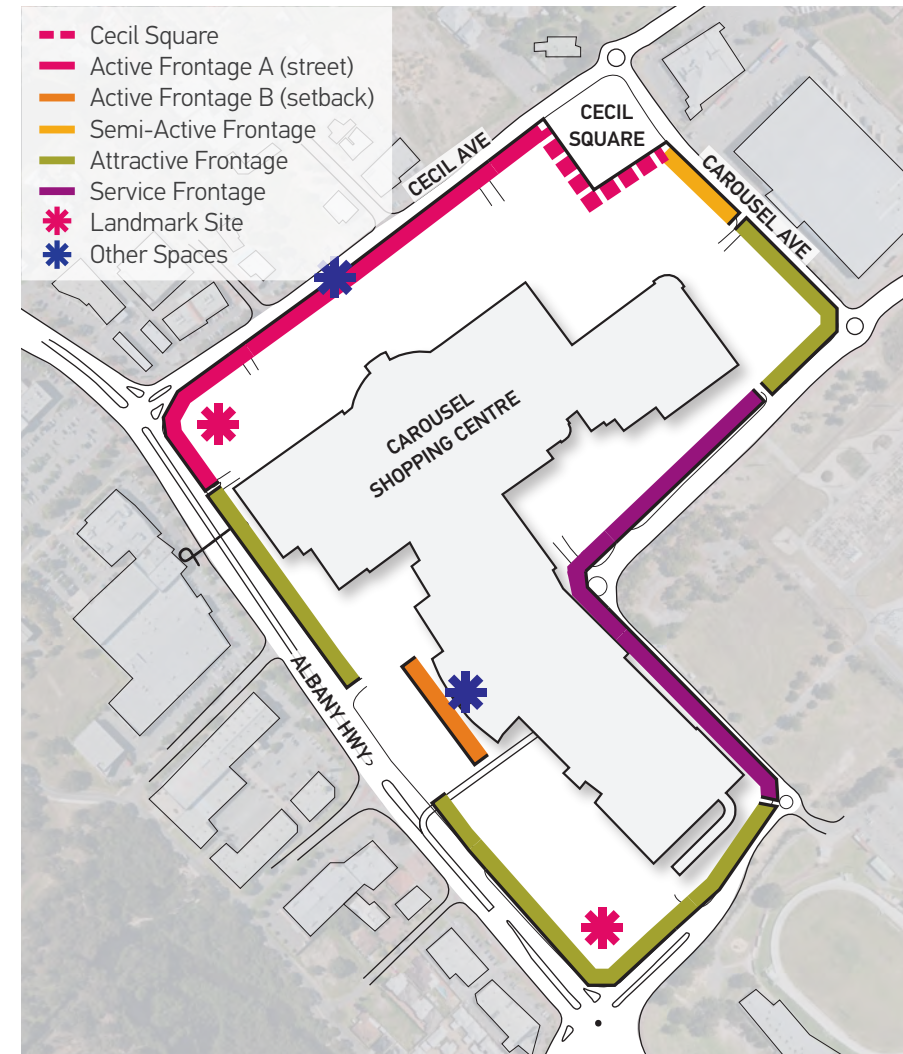


Figure 4 - Facade Types

## 2.0 BUILT FORM CONTROLS

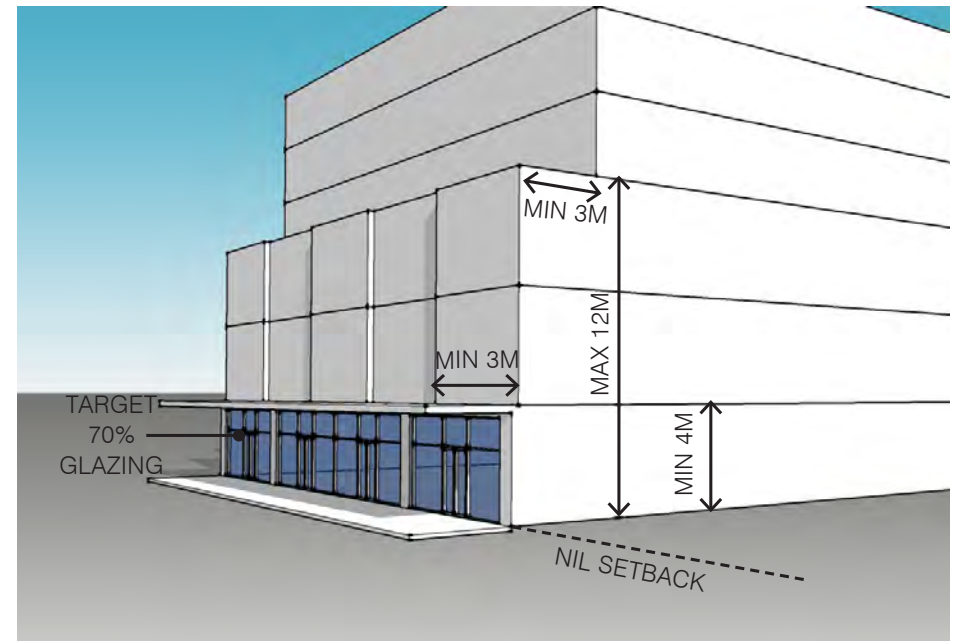
### 2.3 DEVELOPMENT STANDARDS BY FAÇADE TYPE

#### 2.3.1 ACTIVE FRONTAGE A (STREET)

Design Summary:

- Area intended to be the most vibrant and active at street level.
- Built form is to interface with public realm seamlessly and offer alfresco dining, entertainment and retail uses associated with high pedestrian foot fall.
- Nil setbacks are required to achieve the desired level of activation and 'main street' intent.
- All buildings designed with 4m minimum floor to floor height at ground floor to allow for changing uses over time and facilitate a seamless integration with internal shopping centre development.
- Taller building elements to be setback from the street frontage, in a podium configuration, with a minimum at street building height of 6m.
- Awnings and shade trees will shelter pedestrians and provide interest.
- Narrow tenancies are encouraged, with a high frequency of entryways, clear glazed window and openings.
- Street based retail along Cecil Avenue will require on-street parking for ease of access
- Decked parking required to be wrapped by retail development to reduce the building bulk and activate street edge.

DEVELOPMENT + LAND USE STANDARDS		
Ground Floor Standards	At-Grade Entry	Yes
	Minimum Floor to Floor Height	4m
	Activation (% glazing)	Target 70%
Awnings	Minimum Height	3.6m
	Maximum Height	6m
	% provided	100%
	Minimum Depth	3m
Setback	Up to 12m (min/max)	Nil/nil
	Over 12m (min/max)	3m min
	Building Height at street (min/max)	6m min 12m max
Carparking	On-street	Yes
	In front of building	No
Signage	Signage	As per Signage Strategy and Precinct Plans
Preferred Land Use	Ground Floor	Shop, Civic or Community use, Office, Hospitality
	Above	As per CCCSP

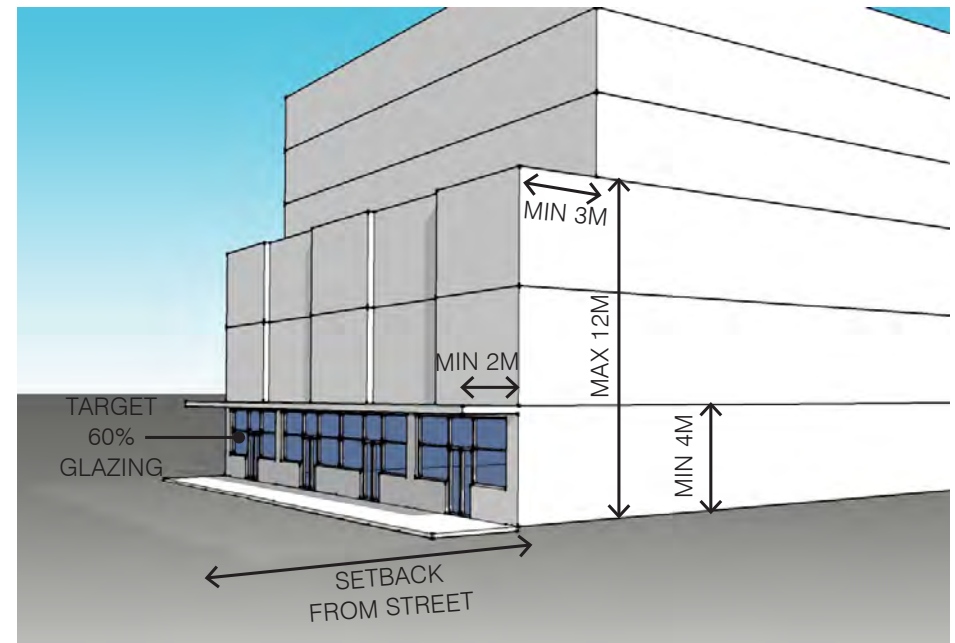
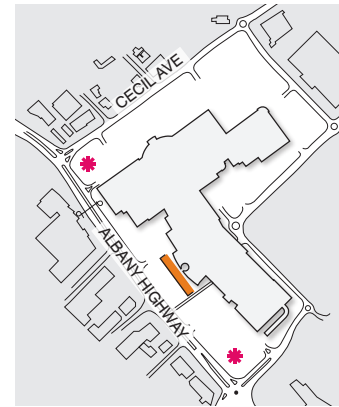


## 2.0 BUILT FORM CONTROLS

### 2.3.2 ACTIVE FRONTAGE B (SETBACK)

- Frontage intended to create an active, vibrant, pedestrian-based space containing a variety of land uses.
- Built form is to interface with public realm seamlessly and offer alfresco dining, entertainment and retail uses associated with high pedestrian footfall.
- Development in this location shall be aligned with the current built form alignment
- Awnings and shade trees will shelter pedestrians and provide visual interest.
- This frontage type allows buildings to be set back behind surface carparking.
- Frontage intended to maintain and enhance Albany Highway as the 'Front Door' to the Centre
- The return to any future structured parking in this location is to be treated in accordance with the "Attractive" frontage requirements of this document, as a minimum.

DEVELOPMENT + LAND USE STANDARDS		
Ground Floor Standards	At-Grade Entry	Yes
	Minimum Floor to Floor Height	4m
	Activation (% glazing)	Target 60%
Awnings	Minimum Height	3.6m
	Maximum Height	6m
	% provided	75%
Setback	Minimum Depth	2m
	Up to 12m (min/max)	Nil/nil
	Over 12m (min/max)	3m min
Carparking	On-street	N/A
	In front of building	Yes
Signage	Signage	As per Precinct Plans
Preferred Land Use	Ground Floor	Shop, Office, Hospitality
	Above	As per CCCSP





## 2.0 BUILT FORM CONTROLS

### 2.3.3 SEMI-ACTIVE FRONTAGE

Design Summary:

- Area intended to reflect an urban character but not necessarily support highly active functions.
- Ground floor can be activated by retail or commercial / office uses, however façade must provide entries and high levels of glazing to promote passive surveillance.
- Nil to 4m setbacks, with landscaping of an urban character to be provided where buildings are setback.
- Both vehicular and pedestrian access is permitted in these areas.

DEVELOPMENT + LAND USE STANDARDS		
Ground Floor Standards	At-Grade Entry	Yes
	Minimum Floor to Floor Height	4m
	Activation (% glazing)	Target 60%
Awnings	Minimum Height	3.6m
	Maximum Height	6m
	% provided	75%
	Minimum Depth	2m
Setback	Up to 12m (min/ max)	Nil/4m
	Over 12m (min/ max)	3m min
	Building Height as street (min/ max)	6m min 12m max
Carparking	On-street	N/A
	In front of building	No
Signage	Signage	As per Precinct Plans
Preferred Land Use	Ground Floor	Shop, Office
	Above	As per CCCSP



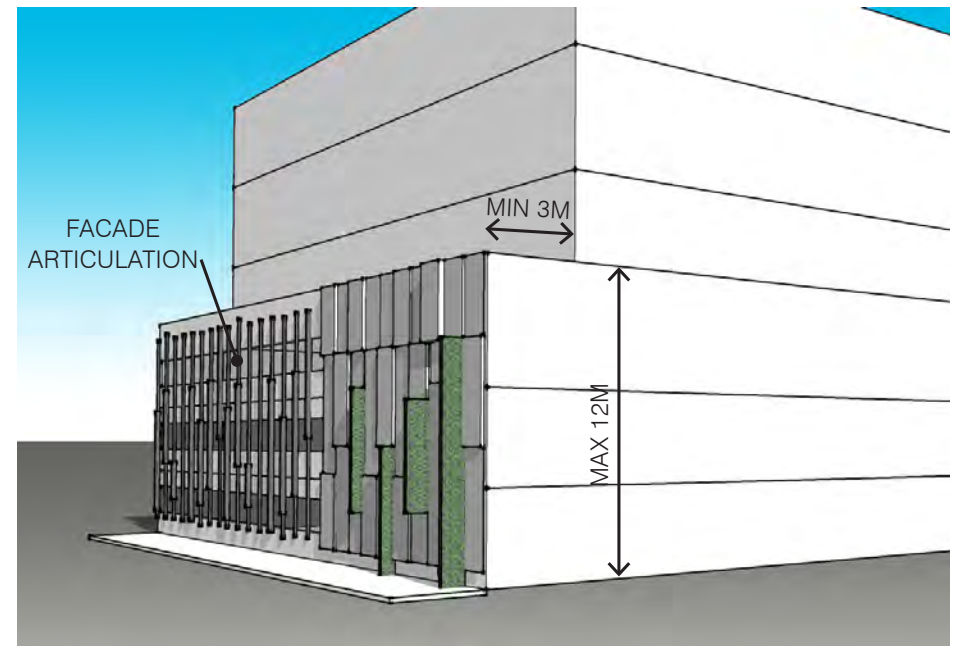
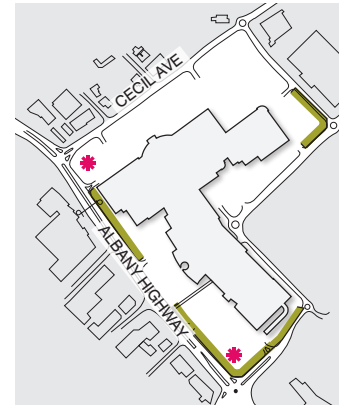
## 2.0 BUILT FORM CONTROLS

### 2.3.4 ATTRACTIVE FRONTAGE

- Intended to ensure good design outcomes for areas where design limitations associated with 'big box' retail environments and multi-deck carparks may occur.
- All walls to be appropriately treated to create visual interest in the built form through material choice and articulation.
- Pedestrian access is not the focus along these frontages, however may be required at key locations for operational reasons.
- Vehicular access is permitted.
- The primary use in these locations will be carparking and retail boxes (side walk), therefore it is not anticipated active ground floor uses will be provided.



DEVELOPMENT + LAND USE STANDARDS		
Ground Floor Standards	At-Grade Entry	No
	Minimum Floor to Floor Height	N/A
	Activation (% glazing)	N/A
Awnings	Minimum Height	N/A
	Maximum Height	N/A
	% provided	At key nodes and access points.
Setback	Minimum Depth	N/A
	Up to 12m (min/max)	N/A
	Over 12m (min/max)	Min 3m
Carparking	Building Height at street (min/max)	Max 12m
	On-street	N/A
	In front of building	Yes
Signage	Signage	As per Signage Strategy and Precinct Plans
Preferred Land Use	Ground Floor	N/A (No Active Uses)
	Above	As per CCCSP

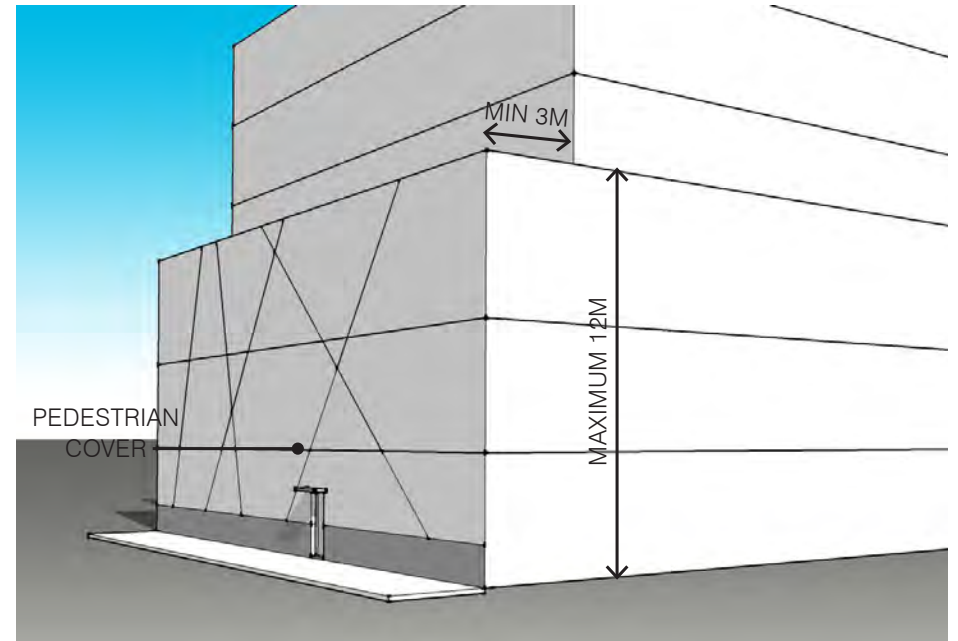
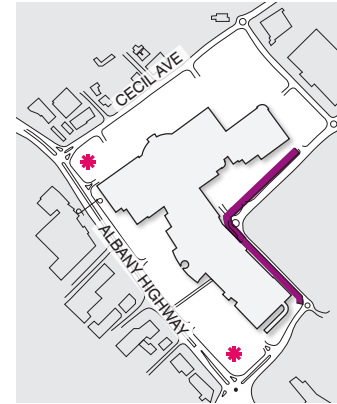


## 2.0 BUILT FORM CONTROLS

### 2.3.5 SERVICE FRONTAGE

- Design to incorporate CPTED principles and should provide for passive surveillance, unimpeded sightlines to key places/entries, lighting and CCTV.
- Vehicular access permitted.
- Service entry only - no commercial access.
- Primarily loading / unloading and access to decked carparking.

DEVELOPMENT + LAND USE STANDARDS		
Ground Floor Standards	At-Grade Entry	No
	Minimum Floor to Floor Height	N/A
	Activation (% glazing)	N/A
Awnings	Minimum Height	N/A
	Maximum Height	N/A
	% provided	At key nodes and access points.
Setback	Minimum Depth	N/A
	Up to 12m (min/max)	N/A
	Over 12m (min/max)	Min 3m
Carparking	Building Height at street (min/max)	Max 12m
	On-street	N/A
	In front of building	Yes
Signage	Signage	As per Signage Strategy and Precinct Plans
Preferred Land Use	Ground Floor	N/A
	Above	As per CCCSP





## 2.0 BUILT FORM CONTROLS

### 2.3.6 DEVELOPMENT STANDARDS BY FAÇADE TYPE TABLE

	ACTIVE FRONTAGE A (STREET)	ACTIVE FRONTAGE B (SETBACK)	SEMI-ACTIVE FRONTAGE	ATTRACTIVE FRONTAGE	SERVICE FRONTAGE
<b>Ground Floor Standards</b>					
▪ At-Grade Entry	Yes	Yes	Yes	No	No
▪ Minimum Floor to Floor Height	4m	4m	4m	N/A	N/A
▪ Target Activation (% glazing)*	70%	60%	60%	N/A	N/A
<b>Awnings/Colonnades</b>					
▪ Minimum Height	3.6m	3.6m	3.6m	N/A	N/A
▪ Maximum Height	6m	6m	6m	N/A	N/A
▪ % provided	100%**	75%	75%	At key pedestrian access points	At key pedestrian access points
▪ Minimum Depth	3m	2m	2m	N/A	N/A
<b>Setbacks</b>					
▪ Up to 12m (min/max)	Nil - Nil	N/A	Nil - 4m	N/A	N/A
▪ Over 12m (min/max)	3m min	N/A	3m min	N/A	N/A
▪ Building Height at street (min/max)	6m min, 12 max	6m min, 12 max	6m min, 12 max	12m max	12m max
<b>Carparking</b>					
▪ On-street	Yes	N/A	N/A	N/A	N/A
▪ Carparking in front of building	No	Yes	No	Yes	Yes
<b>Signage</b>	As per Signage Strategy and Precinct Plans				
<b>Preferred Land Use</b>					
▪ Ground Floor	Shop, Civic or Community use, Office, Hospitality	Shop, Office, Hospitality	Shop, Office	N/A (No Active Uses)	N/A (No Active Uses)

\* - Glazing to be clear. Measurement to be based on % of glazing relative to total wall area below 2.5m

\*\* - General guidelines. In some circumstances, small breaks in awnings may be acceptable.

## 3.0 CECIL SQUARE + OTHER OPEN SPACES

### 3.1 CECIL SQUARE

#### 3.1.1 Character Statement

A high quality city square is proposed at the corner of Cecil Avenue and Carousel Road, which will become an attractive 'front door' to the Carousel Shopping Centre for people entering the site from the north and a key public space for the community. With a strong connection to the eastern expansion of the shopping centre, Cecil Square will provide a more centrally located activity node along Cecil Avenue, accommodating civic uses, formal and informal community events, market space, together with a variety of retail and hospitality based uses.

Cecil Square will be carefully designed at Development Approval stage. However, in general it will be approximately 60-80m wide in both directions, which is considered appropriate to allow for a variety of uses whilst retaining the level of intensity and focus required for town square environments. The square is appropriately scaled to create an intimate and inviting pedestrian experience and emphasise a critical northern entrance to the shopping centre, capturing movement from the train station to the north and surrounding residential areas. A pavilion building (approximately 500sqm) will also be built within the square to provide for community, retail, dining, or civic uses.

Buildings framing the square will be highly articulated to create a finer grained village atmosphere, allowing north-south pedestrian movements from Cecil Avenue, aligned with the internal malls of the shopping centre. A colonnade treatment will be explored along the south-west edge of the square. Buildings heights are proposed to be a minimum of 6m along the edge of the square, with retail and entertainment uses (including alfresco dining areas) concentrated on the ground floor to achieve a high level of activation. For restaurants and cafes framing the square, it is envisaged that the footpath zone would be wide to accommodate generous alfresco dining.

The square will also deliver a high level of landscaping and public realm treatments, incorporating high quality materials, decorative paving, lighting, mature trees, public art and street furniture. This will deliver a visually interesting space as well as provide for rest and shade relief.

The proposed location Cecil Square at the corner of Carousel Road and Cecil Avenue varies from the location as depicted in the CCCSP; which locates the square mid-way between Albany Highway and Carousel Road along Cecil.

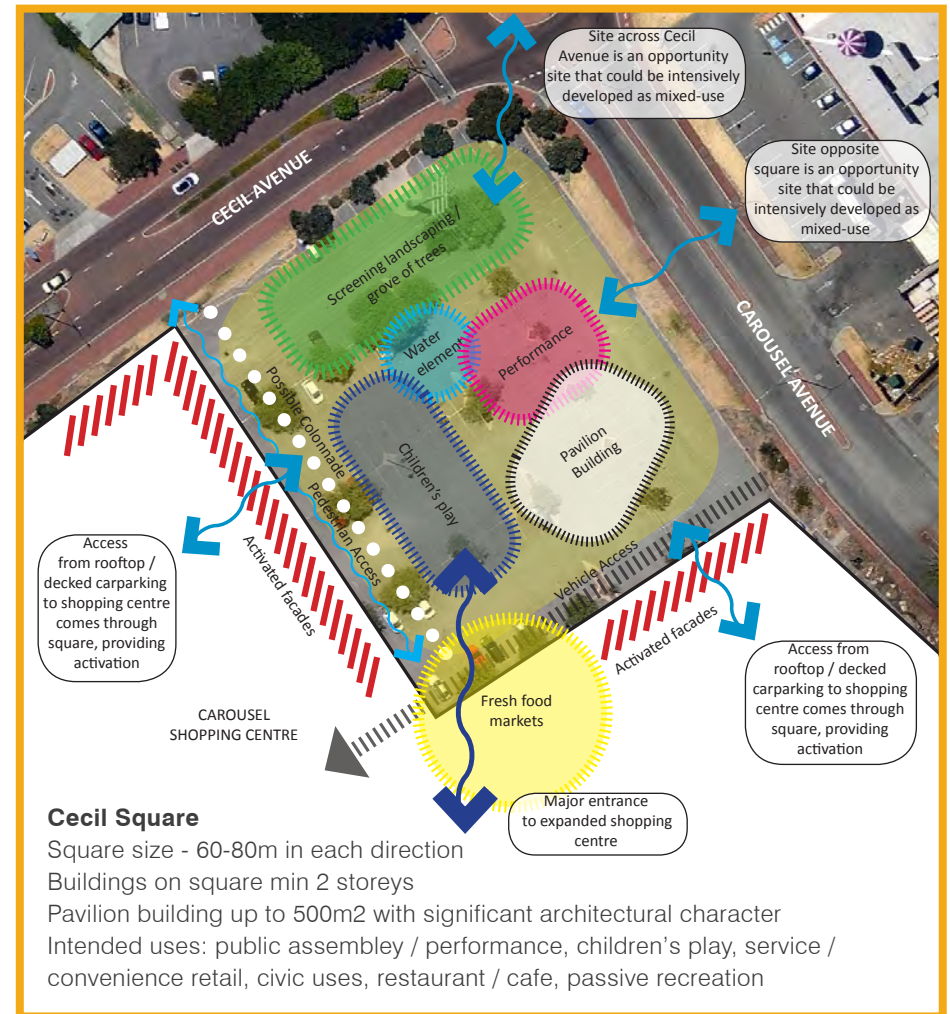


Figure 5 – Cecil Square Use Diagram

## 3.0 CECIL SQUARE + OTHER OPEN SPACES

The detailed design of Cecil Square and other key spaces will be the subject of a design review process between Westfield and the City of Canning.

The proposed location of Cecil Square at the corner of Carousel Road and Cecil Avenue varies from the location as depicted in the CCCSP, which locates the square on Cecil Avenue, mid-way between Albany Highway and Carousel Road.

The alternative location of the square is considered to be superior in the context of its proximity to the Cannington Train Station and the broader future residential and commercial catchment, as well as significant redevelopment opportunities to the north of the City Centre.

Given the expansive length of Cecil Avenue (approx. 1km), the alternative location will provide a more centrally located hub of activity and a key point of interest, both for the Shopping Centre and the broader City Centre. It will also provide a northern 'front door' to the centre, attracting pedestrian movement from the Cannington train station and Albany Highway within a walkable distance (approximately 600m from Train Station).

Further, the proposed location spatially affords greater ability for the shopping centre expansion to relate more strongly to the square both from a connectivity and land use perspective. Whilst internal and not specifically guided by this document, the area leading into the proposed square is intended to be developed as a naturally ventilated pedestrian space, containing a variety of fresh food, entertainment, dining and civic uses contained in highly articulated buildings.

This approach will ensure that energy, from a use and pedestrian footfall perspective, can flow from the shopping centre through to the square. It is not considered the location of Cecil Square, as identified on the structure plan, can create such a strong connection. The dual road frontage of the alternative location will also have greater capacity to achieve a higher level of activation and deliver a more inviting and utilised public space.

The requirements of the Active Frontage A will apply to development framing Cecil Square.

It is important to note that Westfield intends on retaining ownership of Cecil Square, with potential for lease arrangements to be made with the City of Canning for civic uses in the future



Figure 6 - Cecil Square



## 3.0 CECIL SQUARE + OTHER OPEN SPACES



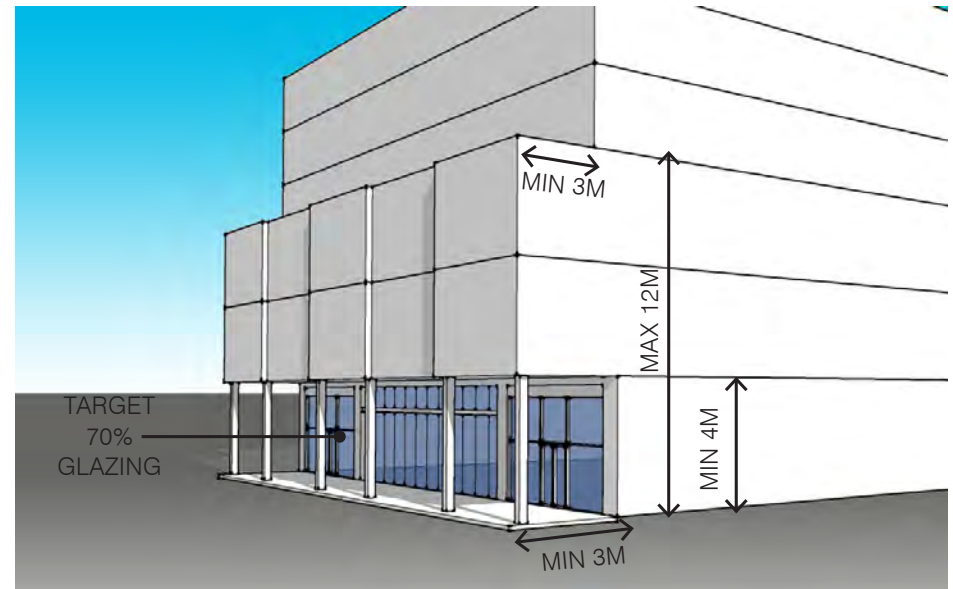
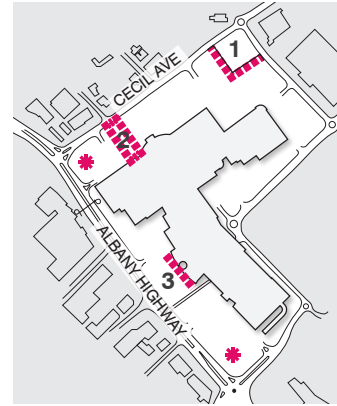
### 3.1.2 Preferred Land Uses

The preferred ground floor uses for buildings framing Cecil Square are as follows: Shop, Stall, Market, Restaurant, Take Away Food Outlet, Public Amusement, Tavern, Community Building, Community Purpose, Public Exhibition.

### 3.1.3 Colonnade Standards

Any colonnades constructed as part of Cecil Square shall be min 3m in width, 3.6m in height, and have buildings constructed above the footpath.

1. Cecil Square
2. Cecil Walkway
3. Albany Highway Entrance



## 3.0 CECIL SQUARE + OTHER OPEN SPACES

### 3.2 OTHER SPACES

Whilst clearly the primary open space within the LDP area will be Cecil Square, there will also be two other smaller spaces that will play important roles in way-finding and connectivity throughout the centre, as well as providing informal meeting spaces for visitors. These places will be located along Cecil Avenue, adjacent the food court and along the Albany Highway frontage adjacent the entry to the Cinemas. Whilst subject to further detailed design, these spaces will be highly articulated and landscaped, providing some relief to what will be a highly urbanised space. It is anticipated that these areas will contain sculpture, seating and potentially provide spaces for pop-up uses/events.

Figure 7 depicts a concept for 'Cecil Walkway', connecting Cecil Avenue to the food court entry.

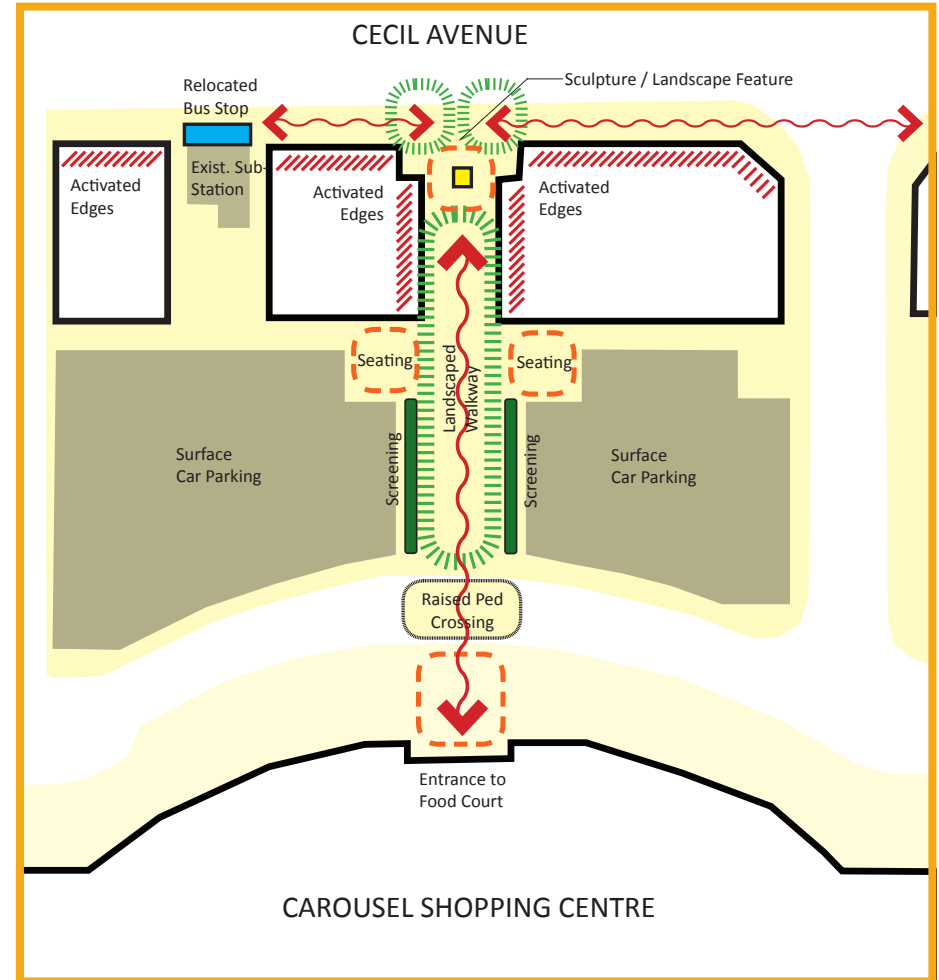


Figure 7 – Cecil Walkway Concept (Subject to Design Reviews)



## 4.0 LANDMARK SITES

The LDP area identifies two landmark locations on the site, which exist as key termination points for important views/vistas on Albany Highway. The purpose of differentiating these buildings from other locations is to promote legibility through the site, assist in way finding and provide visual interest and character.

The following describes the 2 key landmark sites on Albany Highway, however it should be noted that through the detailed design process additional sites may be identified as having potential for landmark buildings and/or structures in order to emphasis the arrival at the centre (eg. adjoining Cecil Square).

### 4.1 ALBANY HIGHWAY/CECIL AVE

To announce the Carousel Shopping Centre and more broadly the Canning City Centre and enhance a sense of arrival for vehicles travelling south-east along Albany Highway, a landmark building is proposed on the corner of Albany Highway and Cecil Avenue.

The façade treatment will be similar to the 'semi-active' façade, however will require a nil setback to both street frontages and a minimum building height of 10m (within 20m of Albany Highway / Cecil Avenue corner), in order to reinforce the dominance of the built form on this important corner.

The normal 3m podium setback for this frontage type does not apply within 20m of the corner.

The treatment of this corner site will project a strong character and assist in wayfinding and legibility to the passerby on Albany Highway. The addition of this vertical element will also assist in reducing the bulk of the overall shopping centre and distinguish the centre as a major regional destination.

### 4.2 ALBANY HIGHWAY/LIEGE ST

A landmark structure, comprising a multi-deck carpark, is proposed on the corner of Albany Highway and Liege Street. The development standards for this corner site will be consistent with the 'attractive' façade, however will incorporate additional façade treatments and building articulation to enhance its prominent location. In the same way the landmark building will signal arrival at the centre at the corner of Cecil Avenue, this building will signify arrival to vehicles travelling north-west along Albany Highway.

The location also has the potential to include larger format signage to create a point of interest in the streetscape and assist in wayfinding.





## 5.0 PARKING MOVEMENT AND ACCESS

### 5.1 LOCATION AND TREATMENT OF CARPARKING

In order to limit further surface carparking and deliver an efficient layout, parking shall be screened from public streets by buildings or landscaping and will generally be based on the following locations and typologies. It is acknowledged, however, that these locations may vary slightly depending on the final design of the centre expansion.

Key parking elements include:

- Decked carparking on the corner of Albany Highway and Liege Street.
- Decked carparking along the Cecil Avenue frontage with active uses sleeved at ground floor.
- Decked carparking on the corner of Carousel Avenue and Grose Avenue
- On-street parking along Cecil Avenue to provide for street based retail uses
- Existing at-grade parking locations off Cecil Avenue and Albany Highway.

The development of a proposed decked parking station on Liege Street has the potential to deliver a significant quantity of carparking bays to service the expansion of the centre within a confined area, with opportunities to treat the external façade to deliver an attractive landmark structure on Albany Highway.

Along Cecil Avenue, where more intensive ground floor retail uses are provided, on-street carparking is proposed in order to provide customers with ease of access to the centre. These will likely be provided as parallel on-street parking embayments to encourage activation and ease of access. This will however be subject to the confirmation of the Cecil Avenue alignment and road reserve width.

To ensure an optimal streetscape outcome, decked parking along Cecil Avenue will be wrapped by retail and commercial development, with access to the site provided internally within the centre.

Carparking ratios within the LDP area shall be in accordance with the CCCSP.

The adjacent figure describes the indicative location of current and potential future carparking areas.

Structured parking along Carousel Ave, Grose Ave, Liege St and Albany Hwy will be developed first as a priority. No structured parking along Cecil Ave shall be provided until such time as sleeved development is provided to street.

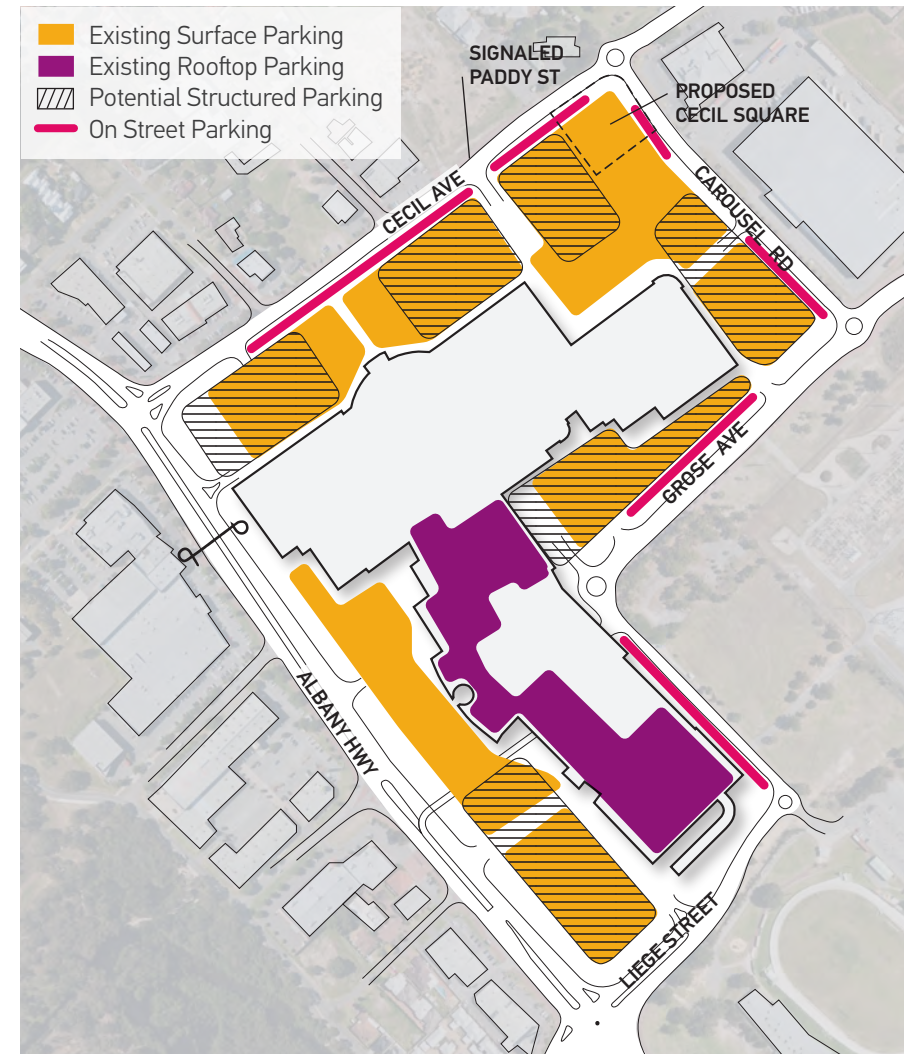


Figure 8 – Car Parking Diagram (All Parking Subject to Engineering Designs and Movement, Access & Parking Strategy)

## 7.0 STAGING

### 6.1 ROADS AND INFRASTRUCTURE

It is understood a Movement, Access and Parking Strategy is currently being prepared by the Canning of Canning, which should, amongst other things, depict the future alignment, road reserve width of Cecil Avenue and extent of service relocation required.

It is envisaged discussions and negotiations with the City regarding this matter will progress once the alignment and road reserve width has been finalised, prior to the lodgement development applications over the site. For the purposes of this LDP, a road reserve width of 32m has been assumed, which is considered the most expansive scenario from a land-take perspective.

It is also acknowledged that services (wastewater, power, water etc.) will be required to be upgraded to appropriate levels to service the proposed expansion of the centre, which should also be addressed as part of future development applications. Initial investigations reveal that at least the 1st stage of expansion can occur without any major upgrades to standard services.

### 6.2 PRIORITIES

This LDP establishes a clear vision for the ultimate form of the Westfield Carousel Shopping Centre in line with the Canning City Centre Structure Plan, with specific focus on providing improved amenity and external interface with the public realm.

Like the broader objectives of the structure plan, this vision for Westfield Carousel will be delivered in stages based on factors including market demand and the agreed priorities of the City and Westfield. Whilst the precise form and staging for the retail mall elements will be expressed in subsequent DA's, certainty is required on the key priorities including the delivery of Cecil Avenue as the Main Street, Cecil Square and the landmark building at Cecil/Albany.

It is anticipated that these key elements will be delivered as part of staged major retail expansions over time. Whilst not fixed, *Figure 9* and the below outlines the likely roll-out of these key elements as retail expansion occurs.

*Priority 1:* This will occur in the short term and will include at a minimum the delivery of Cecil Square and the frame buildings including active frontage to Cecil Ave.

*Priority 2:* subsequent retail development will provide at minimum sleeved development to Cecil Avenue in line with the LDP and associated design guidelines.

*Priority 3:* This will include at minimum the delivery of a landmark commercial/office development at the corner of Cecil Avenue and Albany Highway.

As a minimum, a stage will constitute a 'major development' as defined by *State Planning Policy 4.2 Activity Centres for Perth and Peel*. (ie. Building of 10,000m<sup>2</sup> or more or an extension more than 5,000m<sup>2</sup>)

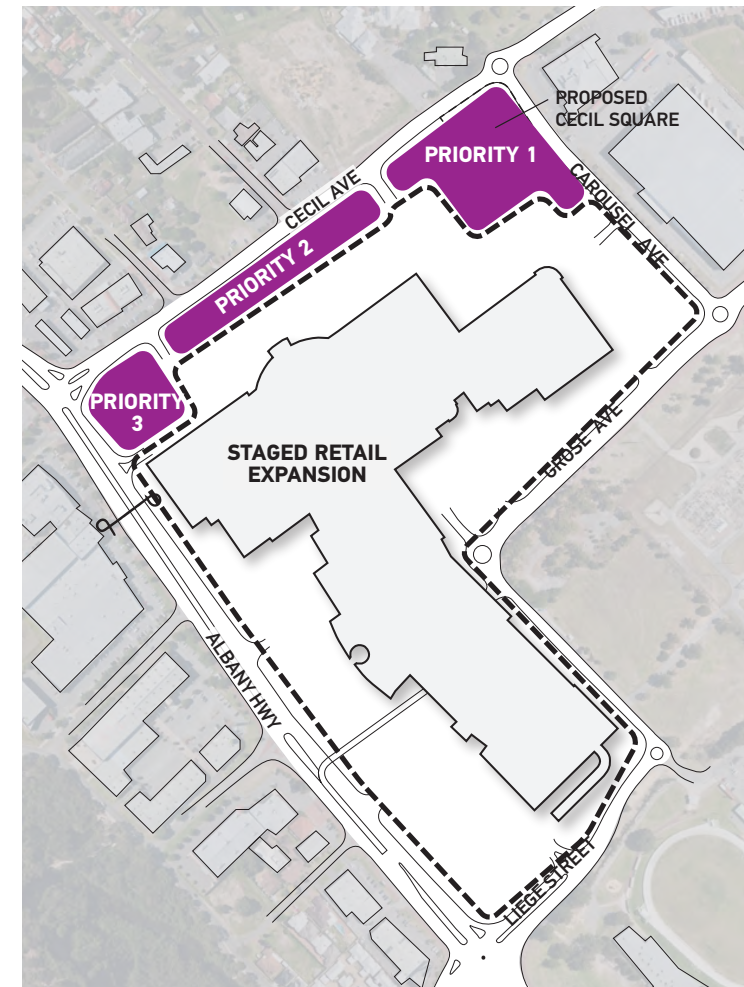


Figure 9 – Priorities Plan







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PREPARED BY URBIS FOR  
WESTFIELD CAROUSEL MAY 2014

