

CCC ACTIVITY CENTRE PLAN (DRAFT) MAY 2016



CANNING
CITY CENTRE

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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 (2016). It is a car-dominated environment with most activities located in the 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 Plan) 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 complimentary 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.

Figure 1: Canning City Centre Context



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”. However, there are inconsistencies between the Metropolitan Region Scheme and Local Planning Scheme boundaries. 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 Carousel 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.

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 Carousel 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 Carousel; and
- Two sections of retail strips between 75 metres and 100 metres 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; and
- 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 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 focussed 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 to 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
- 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.

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Project: Canning City Centre, City of Canning
Status: Draft for Assessment
Version: A
Date of Release: April 2016
Author: City of Canning
Approved by: City of Canning

ENDORSEMENT PAGE

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

.....

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 Date

AND BY RESOLUTION OF THE COUNCIL OF THE CITY OF CANNING

(or as otherwise delegated as per the Delegated Authority Register)

ON AND THE SEAL OF THE MUNICIPALITY WAS PURSUANT

TO THE COUNCIL'S RESOLUTION HEREUNTO AFFIXED IN THE

PRESENCE OF:.....MAYOR, CITY OF CANNING..... Date

andCHIEF EXECUTIVE OFFICER, CITY OF CANNING..... Date

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CITATION

This document should be cited as follows: **City of Canning (2016), Canning City Centre Structure Plan prepared by the City of Canning.**

Table 1: Amendments

Amendment No.	Summary of the Amendment	Amendment type	Date Approved by WAPC

Table 2: Density Plans

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

EXECUTIVE SUMMARY AND TABLE

This Activity Centre Plan has been prepared by the City of Canning to guide the strategic development of the Canning City Centre (CCC) as a Strategic Metropolitan Regional 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 plan 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 covered by the Activity Centre Plan		196.04 hectares	Part 1 – Figure 3
Area of each land use proposed (as per Part 1, Implementation)			
Precincts	Cecil Avenue (Main)	7.98 hectares	Part 1 – Figure 4
	Cecil Avenue (Other)	12.8 hectares	
	Railway	7.26 hectares	
	City Residential	38.17 hectares	
	Pattie Street	10.80 hectares	
	Retail	26.88 hectares	
	Riverside Residential	13.98 hectares	
	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 Dwelling Yield by 2031		10,000 dwellings	Part 1 – Section 4. Density Targets
Estimated Residential Density		35 dwellings per gross hectare	
Estimated population		25,000 people	
Estimated retail floorspace (inclusive of proposed expansion of Carousel)		176,736m ²	Part 2 – Table 15.3 CCC Final Floorspace Summary
Estimated other retail floorspace (including bulky goods etc.)		68,081m ²	
Estimated office floorspace		142,944m ²	
Estimated Health, Welfare and Community Services (including education) floorspace		48,863m ²	
Estimated Entertainment Recreation and Culture floorspace		30,126m ²	
Number of education facilities		2	Part 2 – Section 14
Estimated Area of Open Space		15 spaces, total estimated area of 19.41 hectares (9.9% of the total area).	Part 2 – Section 11.6

ACTIVITY CENTRE PLAN CONTENT

This Activity Centre Plan 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 Activity Centre 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 Two, Explanatory** – provides a summary of the objectives, context and technical studies conducted to support the Activity Centre Plan and the rationale for the Part 1 development provisions. Part Two of the Activity Centre Plan also sets out the development intent for development in the Activity Centre Plan area. Development is guided by that development intent, and a planning authority determining an application for development approval within the Activity Centre Plan area is to have due regard to the development intent indicated in Part Two.
- (c) **Part Three, 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 Activity Centre Plan 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 Activity Centre Plan 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 Activity Centre Plan where suitable.

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

PART 1

IMPLEMENTATION

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1 Context

1.1 Activity Centre Plan Area

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

Figure 2: CCC Activity Centre Plan Area



1.2 Vision Statement

The Activity Centre Plan 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 Carousel 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 focussed 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 Carousel to Coker Park, through to people and places.

1.3 Activity Centre Plan Maps

Figure 3: Activity Centre Plan Map; Figure 4: Density Plan for the CCC, Heights and Densities and this Part (Part 1) form part of the regulatory provisions of this Activity Centre Plan. Part 1 prescribes the preferred land use, standards, requirements and prerequisites for subdivision and development in the corresponding precincts designated on the Activity Centre Plan Map.

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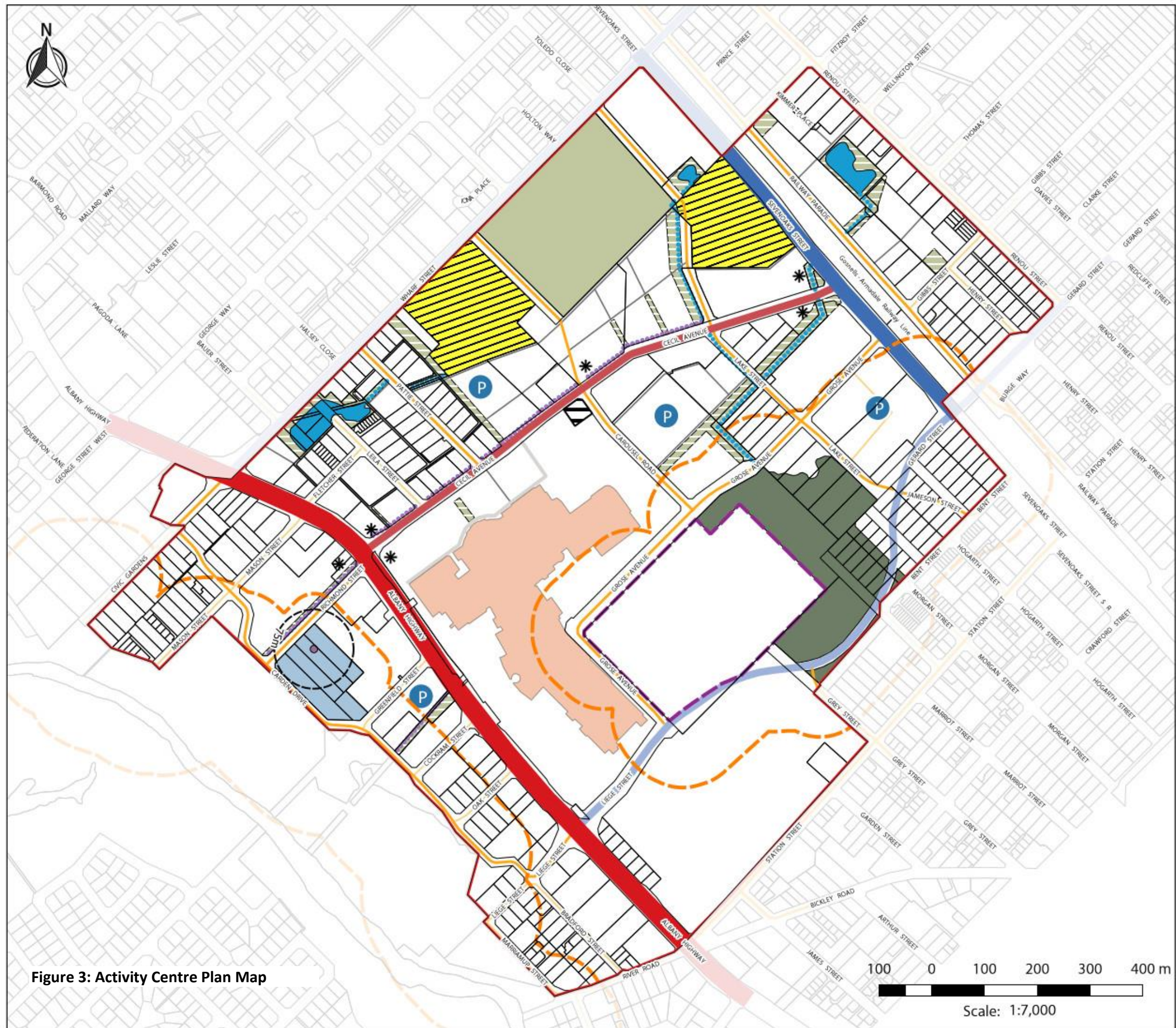


Figure 3: Activity Centre Plan Map

Legend

- City Centre Boundary
- Landmark Buildings
- Indicative Shared Parking Locations
- Building Outline
- Western Power Substation Buffer
- Water Corporation Pump Station Buffer**
 - 75m
 - Water Corporation Pump Station
- Bushfire Area**
 - Bushfire Prone Area
- Roads**
 - Main Street
 - Neighbourhood Connector
 - Access Street
 - Laneway (Indicative)
 - Integrated Arterial B
 - Integrated Arterial A
 - Primary Distributor
 - Indicative Access Lane
- Reserves**
 - Water Corporation
 - Public School
- Urban Streams**
 - Urban Stream
 - Water Sensitive Urban Design Treatment
- Public Open Space**
 - Public Open Space
 - Public Open Space - Indicative (New)
 - Regional Open Space
 - Cecil Square
 - Waterbody

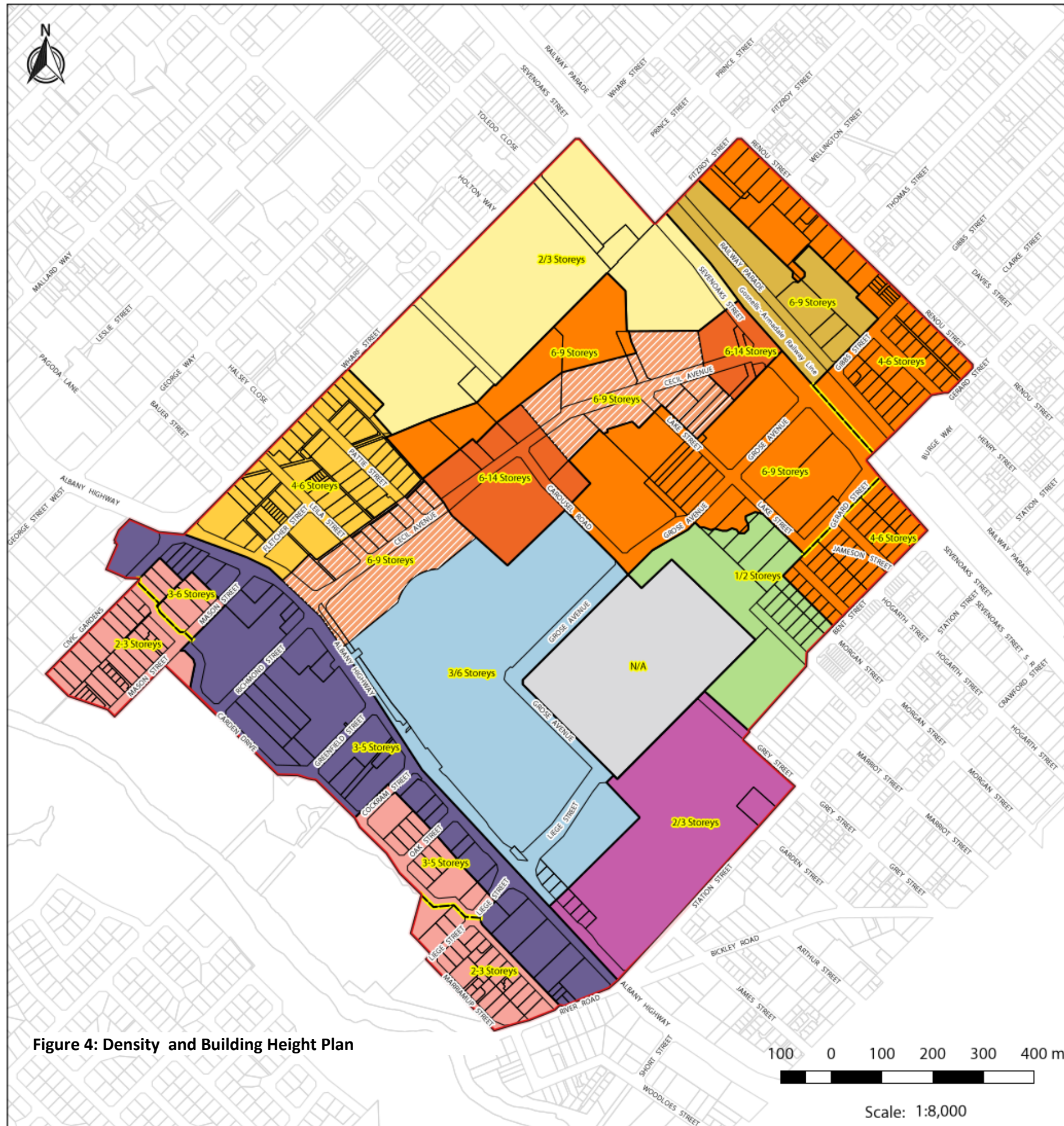


Figure 4: Density and Building Height Plan

Legend

City Centre Boundary

Precincts

Civic and Recreational Precinct	R-AC0	60
Utilities Precinct	N/A	N/A
Riverside Residential Precinct	R-AC0	60
Conservation (Cannington Swamp) Precinct	N/A	N/A
Riverside Commercial Precinct	N/A	N/A
Pattie Precinct	R-AC0	100
Retail Precinct	N/A	N/A
Cecil Other Precinct	R-AC0	120
Cecil Main Precinct	R-AC0	120
Railway Precinct	R-AC0	100
Civic and Educational Precinct	N/A	N/A
City Residential Precinct	R-AC0	80

R-Code

Minimum Density
(minimum dwellings
per gross hectare)

R-AC0	60
N/A	N/A
R-AC0	60
N/A	N/A
N/A	N/A
R-AC0	100
N/A	N/A
R-AC0	120
R-AC0	120
R-AC0	100
N/A	N/A
R-AC0	80

2 Interpretation and Scheme Relationship

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

The provisions, standards and requirements of this Activity Centre Plan are complimentary to the provisions, standards or requirements of the Local Planning Scheme. Where it is otherwise not covered, the provisions of the Residential Codes (R-Codes) and the Local Planning Scheme prevail.

The words and terms used in the Activity Centre Plan 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 Activity Centre Plan.

The precincts, reserves and residential densities are indicated in the CCC Activity Centre Plan and in Figure 4: Density Plan for the CCC, Heights and Densities, which are in Part 1 of this Activity Centre Plan.

Importantly, this Activity Centre Plan does not:

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

3 Operation

This Activity Centre Plan supersedes the Canning City Centre Structure Plan Local Planning Policy (No. SRS237) which was adopted by Council and superseded Local Planning Policy “Canning Regional Centre Structure Plan” (1995).

The date this Activity Centre Plan comes into effect is the date the Activity Centre Plan is approved by the Western Australian Planning Commission.

This Activity Centre Plan 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. This Activity Centre Plan also responds to the various submissions by agencies and authorities on previous drafts of the Activity Centre Plan.

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

4 Density Targets

The dwelling target for this Activity Centre Plan is between 7,500 up to 10,000 dwellings and is based on a gross density of 35dw/ha on average and more than 100dw/ha in key areas within the development area of the CCC. Allowing for this residential infill development will increase the population to as many as 25,000 people in the CCC.

Specific residential dwelling targets are set for each precinct in order to achieve the desired development and built form outcomes (Figure 4). Residential development may be considered in other precincts subject to detailed planning and approvals.

5 Staging

Staging of the Activity Centre Plan is largely based on the individual landholders' willingness to develop.

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

- Road infrastructure improvements, particularly the upgrading of Cecil Ave, extension of Carousel Road and Lake Street, Southern Link Road, internal access roads and laneways;
- Environmental and public realm improvements such as development of urban streams and streetscape works; and
- Social Infrastructure proposals.

5.1 Provision of Infrastructure

The draft Infrastructure Assessment 2015 undertaken by Cardno 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); and
- A 66kV double circuit overhead powerline 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 Hwy and Sevenoaks Street) and electricity corridors (easements for 132kV/66kV lines) will remain as is and be protected under existing controls (easements already lodged).

6 Development Requirements

6.1 Land Use Preferences

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, as amended, is subject to the provisions of the Scheme. Development adjacent to these reserves must take into account their reservation and ensure no due 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: For the purposes of the CCC Activity Centre Plan, 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 preferred land uses are specified for each precinct in Table 4: Preferred Land Uses per Precinct. It is intended that high activity land uses are based within the precincts abutting Cecil Avenue and the Cannington Train Station.

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Table 4: Preferred Land Uses per Precinct

Retail		Cecil Ave MAIN		Cecil Ave OTHER		Riverside Residential	
Ground floor	Upper floor	Ground floor	Upper floor	Ground floor	Upper floor	Ground floor	Upper floor
Car Park	Car Park	Car Park	Aged and Dependent Person's Dwellings	Aged and Dependent Person's Dwellings	Aged and Dependent Person's Dwellings	Aged and Dependent Person's Dwellings	Aged and Dependent Person's Dwellings
Child Day Care Centre	Child Day Care Centre	Child Day Care Centre	Car Park	Car Park	Car Park	Ancillary Accommodation	Ancillary Accommodation
Club Premises	Club Premises	Community Purpose	Child Day Care Centre	Child Day Care Centre	Child Day Care Centre	Car Park	Car Park
Community Purpose	Community Building	Educational Establishment	Community Building	Club Premises	Club Premises	Child Day Care Centre	Child Day Care Centre
Educational Establishment	Community Purpose	Health Centre	Community Purpose	Community Purpose	Community Building	Community Purpose	Community Building
Health Centre	Educational Establishment	Hotel	Display Home Centre	Display Home Centre	Community Purpose	Cottage Industry	Community Purpose
Hotel	Health Centre	Market	Educational Establishment	Educational Establishment	Display Home Centre	Display Home Centre	Cottage Industry
Market	Hotel	Occasional Uses	Family Day Care Centre	Family Day Care Centre	Educational Establishment	Educational Establishment	Display Home Centre
Occasional Uses	Market	Public Amusement	Health Centre	Health Centre	Family Day Care Centre	Family Day Care Centre	Educational Establishment
Office	Mixed Development	Public Exhibition	Home Business	Home Business	Health Centre	Grouped Dwelling	Family Day Care Centre
Public Amusement	Multiple Dwelling	Restaurant / Café	Home Occupation	Home Occupation	Home Office	Health Centre	Grouped Dwelling
Public Exhibition	Night Club	Shop	Home Office	Home Office	Hotel	Home Business	Home Office
Reception Lodge	Occasional Uses	Small Bar	Hotel	Home Store	Mixed Development	Home Occupation	Mixed Development
Restaurant / Café	Public Exhibition	Special Facilities	Market	Hotel	Multiple Dwelling	Home Office	Multiple Dwelling
Shop	Public Utility	Take-Away Food Outlet	Mixed Development	Market	Office	Home Store	Residential Building
Showroom	Public Worship	Tavern	Multiple Dwelling	Medical Consulting Rooms	Public Amusement	Medical Consulting Rooms	Retirement Village
Small Bar	Reception Lodge	Veterinary Clinic	Medical Consulting Rooms	Mixed Development	Public Exhibition	Mixed Development	
Special Facilities	Residential Building		Night Club	Multiple Dwelling	Public Utility	Multiple Dwelling	
Stall	Restaurant / Café		Occasional Uses	Occasional Uses	Public Worship	Office	
Take-Away Food Outlet	Restricted Premises		Office	Office	Reception Lodge	Public Utility	
Tavern	Retail Establishment		Public Amusement	Public Amusement	Residential Building	Residential Building	
Veterinary Clinic	Shop		Public Exhibition	Public Exhibition	Restaurant / Café	Restaurant / Café	
Small Bar	Showroom		Public Utility	Residential Building	Retirement Village	Retirement Village	
	Small Bar		Public Worship	Restaurant / Café	Shop	Shop	
	Special Facilities		Reception Lodge	Shop	Small Bar	Small Bar	
	Stall		Residential Building	Small Bar	Special Facilities	Stall	
	Take-Away Food Outlet		Restaurant / Café	Special Facilities	Stall		
	Tavern		Retirement Village	Stall	Tavern		
	Vehicle Workshop		Shop	Take-Away Food Outlet	Veterinary Clinic		
	Veterinary Clinic		Small Bar	Tavern			
	Warehouse		Special Facilities	Veterinary Clinic			
			Stall				
			Take-Away Food Outlet				
			Tavern				
			Veterinary Clinic				

Activated Uses are indicated in Bold¹

¹ Activated Uses are defined as: “Businesses such as shops and café’s with visible entrances, glazing etc that promote integration with the public realm”.

Pattie Street		Railway		City Residential		Riverside Commercial	
Ground floor	Upper floor	Ground floor	Upper floor	Ground floor	Upper floor	Ground floor	Upper floor
Aged and Dependent Person's Dwellings	Aged and Dependent Person's Dwellings	Aged and Dependent Person's Dwellings	Aged and Dependent Person's Dwellings	Aged and Dependent Person's Dwellings	Aged and Dependent Person's Dwellings		
Car Park	Car Park	Car Park	Car Park	Car Park	Car Park	Car Park	Car Park
Child Day Care Centre	Child Day Care Centre	Child Day Care Centre	Child Day Care Centre	Child Day Care Centre	Child Day Care Centre	Community Building	Club Premises
Club Premises	Club Premises	Club Premises	Community Building	Community Building	Community Building	Community Purpose	Community Building
Community Building	Community Building	Community Building	Community Purpose	Community Purpose	Community Purpose	Convenience Store	Community Purpose
Community Purpose	Community Purpose	Community Purpose	Display Home Centre	Cottage Industry	Cottage Industry	Educational Establishment	Educational Establishment
Convenience Store	Cottage Industry	Display Home Centre	Educational Establishment	Display Home Centre	Display Home Centre	Health Centre	Funeral Parlour
Cottage Industry	Display Home Centre	Educational Establishment	Family Day Care Centre	Educational Establishment	Educational Establishment	Hotel	Health Centre
Display Home Centre	Educational Establishment	Family Day Care Centre	Health Centre	Family Day Care Centre	Family Day Care Centre	Market	Hotel
Educational Establishment	Family Day Care Centre	Health Centre	Home Business	Health Centre	Home Office	Mechanical Repair Station	Market
Family Day Care Centre	Funeral Parlour	Home Business	Home Occupation	Home Business	Mixed Development	Motel	Motel
Health Centre	Health Centre	Home Occupation	Home Office	Home Occupation	Multiple Dwelling	Occasional Uses	Occasional Uses
Home Business	Home Business	Home Office	Hotel	Home Office	Public Utility	Office	Office
Home Occupation	Home Occupation	Home Store	Mixed Development	Home Store	Public Worship	Public Amusement	Public Amusement
Home Office	Home Office	Hotel	Multiple Dwelling	Retirement Village	Residential Building	Public Exhibition	Public Exhibition
Home Store	Hotel	Market	Night Club	Stall	Retirement Village	Public Utility	Public Utility
Hotel	Mixed Development	Medical Consulting Rooms	Office	Multiple Dwelling	Stall	Public Worship	Public Worship
Medical Consulting Rooms	Multiple Dwelling	Mixed Development	Public Amusement	Office		Reception Lodge	Reception Lodge
Mixed Development	Night Club	Multiple Dwelling	Public Exhibition	Public Exhibition		Restaurant / Café	Restaurant
Multiple Dwelling	Office	Night Club	Public Utility	Public Utility		Restricted Premises	Restricted Premises
Night Club	Public Amusement	Occasional Uses	Public Worship	Public Worship		Retail Establishment	Retail Establishment
Office	Public Exhibition	Office	Reception Lodge	Residential Building		Service Station	Shop
Public Amusement	Public Utility	Public Amusement	Residential Building	Restaurant / Café		Shop	Showroom
Public Exhibition	Public Worship	Public Exhibition	Restaurant / Café	Retirement Village		Showroom	Small Bar
Public Utility	Reception Lodge	Public Utility	Retirement Village	Shop		Small Bar	Special Facilities
Public Worship	Residential Building	Public Worship	Shop	Small Bar		Special Facilities	Stall
Reception Lodge	Restaurant	Reception Lodge	Small Bar	Stall		Stall	Tavern
Residential Building	Retirement Village	Residential Building	Special Facilities			Take-Away Food Outlet	Warehouse
Restaurant / Café	Shop	Restaurant / Café	Stall			Tavern	
Retirement Village	Showroom	Shop	Tavern			Warehouse	
Service Station	Small Bar	Small Bar	Veterinary Clinic				
Shop	Special Facilities	Special Facilities					
Showroom	Stall	Stall					
Small Bar	Veterinary Clinic	Take-Away Food Outlet					
Special Facilities	Warehouse	Veterinary Clinic					
Stall							
Take-Away Food Outlet							
Tavern							
Veterinary Clinic							
Warehouse							

Civic & Recreation	Civic & Education	Utilities	Conservation
Aged and Dependent Person’s Dwellings	Car Park	Telecommunications Infrastructure	Community Purpose *
Caretaker’s Dwelling	Child Day Care Centre	Public Utility	Educational Establishment *
Car Park	Club Premises	Car Park	
Child Day Care Centre	Community Purpose		
Club Premises	Educational Establishment		
Community Purpose	Health Centre		
Convenience Store	Market		
Display Home Centre	Occasional Uses		
Educational Establishment	Office		
Health Centre	Public Amusement		
Home Business	Public Exhibition		
Home Occupation	Public Utility		
Home Office	Reception Lodge		
Home Store	Restaurant		
Hotel	Stall		
Market			
Medical Consulting Rooms			
Mixed Development			
Multiple Dwelling			
Occasional Uses			
Office			
Open Air Display			
Public Amusement			
Public Exhibition			
Public Utility			
Public Worship			
Reception Lodge			
Residential Building			
Restaurant / Café			
Retail Establishment			
Retirement Village			
Shop			
Showroom			
Small Bar			
Special Facilities			
Stall			
Tavern			
Veterinary Clinic			
Veterinary Hospital			
Warehouse			

* Associated with the protection of the TEC

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6.2 Protection of Environmental and Heritage Features

The land use preferences and design requirements of this Activity Centre Plan 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;
- Mason's Landing, and
- Woodloes Homestead.

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

6.3 Hazards and Separation Areas

6.3.1 Terminal Substation

A 30m buffer applies for the Terminal Substation and development within this buffer and in close proximity to the powerlines are to respect the following considerations:

- (a) 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. Development directly abutting the Terminal Substation requires consultation and agreement with Western Power.
- (b) Sensitive/non compatible land uses (i.e. residential, educational establishment, child day care centre) are not advocated immediately adjacent to the Terminal Substation.
- (c) 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.

6.3.2 Wastewater Pump Station

An odour buffer to the Richmond Street (Cannington No. 3) Wastewater Pump Station is identified in Figure 3 at 75m for the current pump station, whereby sensitive land uses should be avoided in this area. The Water Corporation has advised that an expansion of the Waste Water Pump Station is likely to occur in the future. The Riverside Commercial Precinct does not identify residential

development as a preferred use, thereby reducing the incidence for land use conflict between this infrastructure and redevelopment of adjacent land parcels in the future.”

6.3.3 Bushfire Hazard Level

The CCC contains area of Low, Moderate and Extreme Bushfire Hazard Levels. The hazard level is not prohibitive of any proposed re-development as long as the objectives of State Planning Policy 3.7 and associated Guidelines are considered for future development in bushfire prone areas. For land that falls inside an area identified as bushfire prone on Figure 3, developers must submit an assessment of their property against the Bushfire Protection Criteria as part of the Development Application. The assessment must be done by an accredited assessor. Refer to Bushfire Hazard Level and Bushfire Attack Level Contour Map at Appendix 7 of part 2 for more information.”

6.4 General Development Requirements

Development requirements regulate the built form and in parts, the public realm (where provided by developers) and are to be applied in addition to the Precinct Specific development requirements. The requirements below apply to **all** precincts.

As outlined in this section, developments are required to submit as part of their assessment process the following documents:

Table 5: Documents to be submitted by Developers

Documents	Reference (Section Number)	Development with less than 10 dwellings	Development with 10 or more dwellings
Justification report	6.4.4	✓	✓
Landscape plan	6.4.7	✓	✓
Noise attenuation report (if applicable)	6.4.22		✓
Stormwater calculations	6.4.27		✓
Waste management report	6.4.28		✓
Sustainability report	6.6		✓
Modelling of water use and pressure	6.6.4		✓
Modelling of grey water re-use (if applicable)	6.6.4		✓
Public art report (if applicable)	6.7		✓
Legal agreement (if reciprocal parking is proposed)	7.3		✓

6.4.1 Variations to the R-Codes

Part 7 of the R-Codes allows for Activity Centre Plans to amend or replace the deemed-to-comply provisions of the R-Codes (the accepted standards for residential development).

Those deemed-to-comply provisions of the R-Codes that are varied or replaced by this Activity Centre Plan are as follows:

- Street setbacks (sub-clauses 6.5.1).
- Lot boundary setback (sub-clause 6.5.1).

- Building height (sub-clause 6.5.1).
- Street surveillance (sub-clauses 6.4.11).
- Street walls and fences (sub-clauses 6.4.16 and 6.5.1).
- Local housing objectives supporting diversity and affordability (sub-clauses 6.4.19).
- Utilities and facilities (sub-clauses 6.4.6)
- Design of car parking spaces/Landscaping (sub-clauses 7.6)

This Activity Centre Plan amends the deemed-to-comply provisions above. Site-specific variations based on the guidance contained in this document will be prepared in Local Development Plans. Variations to this Activity Centres Plan may be approved where the City is satisfied that the development application meets the intent of this Activity Centres Plan and the Design Principles of the R-Codes.

6.4.2 Activated Ground Floor Uses

- (a) All ground floor tenancies in Cecil Ave Main Precinct are to have Activated Uses as designated in Table 4.
- (b) Ground floor tenancies in Cecil Ave Other Precinct, Pattie Precinct and Railway Precinct may have Activated Uses as designated in Table 4.
- (c) Activated Uses are defined as: “Businesses such as shops and café’s with visible entrances, glazing etc. that promote integration with the public realm”.

6.4.3 Development Application / Design Review

- (a) Development applications for development in the Activity Centre Plan area are to include a brief overview of the development, including the purpose and objectives of the development.
- (b) Developments identified by the City’s Local Planning Policy (Design Advisory Committee and Assessment of Significant Developments) will be required to be assessed by a design advisory committee.

6.4.4 Justification Report

- (a) All developments are to outline matters not addressed by the development that are required by the Activity Centre Plan and the management response proposed to address these deficiencies.

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

- (a) Where a lot is required to provide an urban stream or green link, the area can be calculated as part of the required communal open space. This land is to be transferred to the Council for an unencumbered estate in fee simple, free of cost.
- (b) Improvements to POS may be required by the City during the development assessment phase.
- (c) Urban Streams are identified in the main Activity Centre Plan Map (Figure 3: Activity Centre Plan Map).The City will deliver the urban streams and water sensitive urban designs where the open space is transferred free of cost. However, developers willing to integrate urban streams or water sensitive urban design as part of their development may negotiate with the City.

- (d) Variations to the urban stream locations and widths will only be considered subject to further drainage modelling, an approved Local Development Plan and approvals from the relevant approval authorities.

6.4.6 Communal Open Space

- (a) If no part of the owner's land is shown as public open space on Figure 3: Activity Centre Plan Map, the owner is to provide Communal Open Space as per Table 6: Development Requirements by Precinct.
- (b) The minimum Communal Open Space requirements include a deep soil zone that consists of at least 1.5 metres of soil depth for the provision of communal amenity with substantial vegetation.
- (c) The Communal Open Space required by Table 6 is to be accessible from all residential units.
- (d) Water Sensitive Urban Design principles are to be applied in the design and operation of communal open space.
- (e) Roof gardens are strongly encouraged and can be counted as contributions to Communal Open Space.
- (f) Communal Open Spaces are to be:
 - located to provide a pleasant outlook, surveillance and safety;
 - designed for water cycle management and permeable areas for rainwater absorption;
 - designed to consider ongoing maintenance of spaces; and
 - accessible to people of all ages and capabilities.

6.4.7 Landscape Considerations

- (a) Existing trees are to be retained where possible.
- (b) The City may approve removal of trees on a site if an equivalent number of new trees are proposed.
- (c) Water use is to be minimised through the use of native species local to the area.
- (d) Planting is to assist with providing shade in summer while maintaining solar access in winter.
- (e) For developments close to the TEC and the Canning River Regional Park, landscape plans are to feature plant species locally native and non-invasive species.
- (f) An active weed management program is to be in place for all managed landscaped areas including those on private properties.
- (g) The use of deciduous trees as part of landscaping plans associated with new developments within the Riverside Residential and Riverside Commercial Precincts will not be permitted, as the heavy, annual leaf fall from deciduous trees increases the potential for eutrophication of the Canning River.

6.4.8 Public Realm Materials

Consistency is to be adhered to in the selection of unique materials, treatments and planting within

the public realm to help create a strong City Centre identity. Public realm specifications are to adhere to the *City of Canning Public Realm Style Guide* unless variations have been agreed to by the City.

6.4.9 Building Response to Public Realm

New developments are to have:

- (a) Finished ground floor from the footpath/verge level of:
 - 0m for Activated Uses; and
 - between 0.5m and 1.0m residential dwellings.
- (b) Architectural character and visual interest on all sides of buildings that are viewed from the public realm. This can be achieved with the use of high quality design, change in depth of the façade, details, material and finishes.
- (c) Articulation, colour and/or materials with different types of materials and colours incorporated in the façade of buildings to create interest.
- (d) Façade materials that respond to the different functions of the building.
- (e) Risk mitigation to the urban heat island effect and avoidance of reflective glass facades, especially when adjacent to urban spaces such as the public squares.

6.4.10 Frontage Requirement

- (a) Activated Uses on the ground floor are required to have a minimum of 80% visually permeable glazing facades on the street frontage.
- (b) Any doors to car parking and service vehicle entries are to be feature doors.

6.4.11 Crime Prevention Through Environmental Design (CPTED)

CPTED principles are to be incorporated into building design as designated below:

- (a) Buildings are to be designed to ensure that as many dwellings as practicable are provided with an outlook and alternative access to public or communal open spaces within the development;
- (b) Lighting is to provide visibility and enable pedestrian use of key paths and public spaces. Blind-spots are to be avoided.
- (c) All developments fronting onto access lanes and roads must respond to and address the street in a safe, attractive and integrated manner for the purposes of safety and creating a desirable streetscape.
- (d) Windows, verandas and balconies connected to habitable rooms in the building façade are to be oriented to overlook the public realm and communal open space areas.
- (e) Landscaping must not create excessive barriers to pedestrian movement or impact pedestrian safety by limiting sightlines.
- (f) Lifts, stairwells and ramps are to be located in visible and well-lit locations, ensuring that they do not provide entrapment opportunities.

- (g) Loading, delivery and car parking areas are to be well lit and provide for surveillance.
- (h) For non-residential uses, the use of shutters or visually impermeable security measures over windows is not permitted.
- (i) Blank wall facing streets, public spaces and car parks are not to exceed 2 metres in length.
- (j) No tinted, translucent, opaque or reflective screening will be permitted on the ground floor of Activated Uses.
- (k) Design Suggestions:
 - Buildings that are set back from the street are encouraged to provide a clear, yet visually permeable boundary definition between public and private property.
 - Mixed use development is encouraged to provide surveillance of and activity in the adjacent public realm beyond business and shopping hours.
 - Alarms or similar security systems are encouraged.
 - Glazed doors to entries of publicly accessible buildings are encouraged to provide clear views in and out to the street.

6.4.12 Landmark Buildings

- (a) Landmark buildings are to be provided at the locations indicated in the Activity Centre Plan Map (Figure 3). These may be created through a change of scale, materials and/or architectural treatment.
- (b) Design Suggestions:
 - 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. Refer to Appendix 1: Design Guidance for visual references

6.4.13 Corner Lots

- (a) Where development is proposed on a corner lot, development must address both streets.
- (b) Corners are to be accentuated with taller buildings or other architectural treatments.
- (c) Stand-alone tall buildings that fail to integrate with the surrounding built fabric will not be permitted.
- (d) Linked towers, street podiums, L-shaped buildings and stepped buildings are considered suitable.

6.4.14 Roof Design

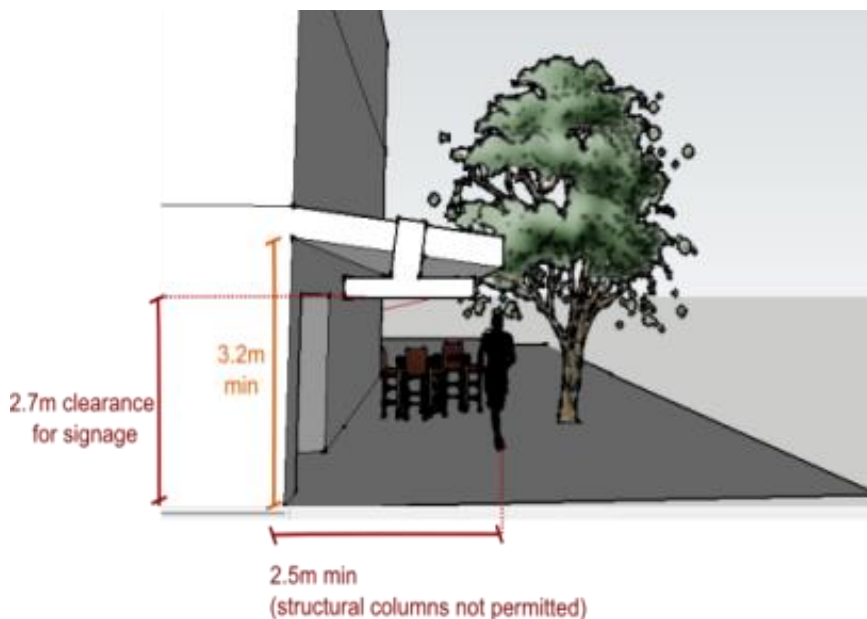
- (a) Roofs are to be considered as part of the building design and designed to be attractive, where they can be viewed from the public realm or any viewpoint within surrounding buildings, including future buildings.
- (b) Roof forms are to support the installation of roof-based renewable energy generation systems.

- (c) Roof mounted plant equipment (excluding solar photovoltaics) is to be screened from public view and also from view from surrounding taller buildings (including future buildings). Screening is to be consistent with the design and character of the building.

6.4.15 Awnings and Verandas

- (a) Awnings are required for:
- Cecil Ave Main Precinct;
 - Activated Uses (on the ground floor); and
 - Cecil Avenue Other Precinct for non-residential ground floor uses.
- (b) Colonnades are not permitted.
- (c) Awnings and verandas are to be provided for weather protection, comfort and amenity. To achieve the desired built form, these are to:
- Meet the requirements of Division 2, Part 5 of the Building Regulations 2005.
 - Be of high quality architecture, integrated with the design of the building, and provide a unifying element within the streetscape.
 - Awnings are to be provided with:
 - A minimum clearance of 3.2 metres and maximum of 4.0m from ground level;
 - A minimum depth of 2.5 metres cantilevered over the footpath;
 - A minimum 2.7 metre clearance to structures, signage and lighting;
 - Span the full width of the building that is up to the lot boundary;
 - Provide a 1.5 metre clearance from street tree trunks.

Figure 5: Awnings



- Stepped awnings for design articulation or to accommodate sloping streets are to have a maximum of 0.7 metre differential in height if required.
- Awnings are not to be supported by pillars located outside of the lot.

6.4.16 Fencing

- a) Any fencing to the public realm (including roads, urban streams and constructed wetlands) above a height of 1.2m above the footpath/verge level must be at least 50% visually permeable.
- b) Fencing will be in keeping with the design and materiality of the building it fences.

6.4.17 Signage

- (a) Lots with frontage to Albany Highway and/or located within the Riverside Commercial, Retail, and Civic and Recreational precincts are to follow Main Roads WA advertising policy and the City's current policy on advertising and signs.
- (b) Lots that are subject to a Local Development Plan are required to provide a signage strategy.
- (c) Lots not subject to 6.4.17 (a) above, are to meet the requirements below.
- (d) Signage for commercial and retail tenancies is limited to:
 - one awning;
 - one under-awning; and
 - one window sign.
- (e) Signage is to have a minimum clearance of 2.7 metres above finished pavement level if located below awnings.
- (f) The area of windows which may be used for advertising signs is to be no more than 10% of the total frontage of the tenant's window area (in aggregate).
- (g) Signage and graphics are to be integrated into the building frontage and awnings.
- (h) Signage is to be illuminated at night to provide safety for pedestrians.
- (i) No flashing lights are permitted.

6.4.18 Building Entrances

- (a) All pedestrian entrances are to:
 - Be clearly defined;
 - Face the street;
 - Be separate for commercial and residential uses;
 - Distinctive and identifiable through architectural and landscape treatment; and
 - Function as a secondary entrance when located at parking courts, minor streets and rear access lanes.
- (b) Design suggestions:
 - Entrances can have distinctive awnings to lessen the need for signage on activated facades.

6.4.19 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% 1 bedroom dwellings, up to maximum 50%.
 - Minimum 40% 2 bedroom dwellings, up to maximum 70%.
 - Minimum 8% 3+ 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.

6.4.20 Dual-Key Developments

Dual key developments will not be considered as a single dwelling. The number of dwellings will be determined by the number of separate parties or potential tenants.

Note: dual key apartments which are separate but on the same title are regarded as two sole occupancy units for the purposes of the Building Code of Australia and for calculating the mix of apartments.

6.4.21 Flexible and Universal Design / Accessible Housing

- (a) Adaptable dwellings are to be provided at a minimum rate of:
 - Developments of 6 to 10 units – 1 adaptable dwelling;
 - Developments of 11 to 20 units – 2 adaptable dwellings;
 - Developments of 21 to 30 units – 3 adaptable dwellings; and
 - An additional adaptable dwelling for every 10 units in excess of 30 or part thereof.
- (b) These dwellings are to be designed and constructed to be accessible by having wider doors, corridors and adequate circulation spaces.

6.4.22 Noise Attenuation

- (a) Developments near the railway line, Primary Regional Roads (Albany Highway) or affected by the Perth Airport buffer have to meet the requirements of the policies below:
 - SPP5.1 (Land Use Planning in the Vicinity of Perth Airport) in relation to aircraft noise.
 - SPP5.4 (Road and Rail Transport Noise and Freight Considerations in Land Use Planning) in relation to railway and highway noise.
- (b) These developments are to be designed to address highway, railway and aircraft noise wherever practical.
- (c) Lots facing the railway line are required to incorporate noise attenuation features, vibration isolation design and notification on titles pursuant to s70A of the Transfer of Land Act 1893.

- (d) All mixed use developments are to provide a noise attenuation report with the plans at the development application stage.
- (e) Residential dwellings are to be designed to avoid and reduce noise impacts typically associated with apartment living. In particular, buildings are to be designed to minimise noise transference between adjoining buildings and between retail and commercial uses and residential dwellings within the same and adjacent buildings. Developments are to demonstrate where noise insulation and/or additional features are required.
- (f) All plant equipment and services including flues, exhaust ducts, air conditioning and heating units are to be located and treated to minimise any noise, odour and emission impacts on residential uses within the development and on adjacent sites.

6.4.23 Developments Adjacent to the Railway Reserve

Where development is proposed to be located within 50 metres from the rail reserve, it is to be undertaken in accordance with 'Guidelines for Working in and Around the PTA Rail Reserve' to ensure all the relevant Rail Safety Act, Regulations and PTA Electrical requirements are complied with.

6.4.24 Storage Units for Residential Development

- (a) Storage units are to be readily accessible from outside the dwelling, well-lit and provided with surveillance to ensure safe access. If passive surveillance is not possible, monitored surveillance may be required.
- (b) Storage units fitted above car parking bays will not be accepted.
- (c) Size and dimensions of storage units are to be in accordance to the R-Codes. Size of storage for 1 bedroom apartments may be varied by up to 50%, maintaining a minimum dimension of 1.5m.
- (d) Where a wall mounted bicycle rack is proposed in the store, then the store shall be 1m² greater than the minimum required size.
- (e) Storage provided on balconies is to be in addition of the minimum balcony size.

6.4.25 Service / Power Infrastructure

- (a) Service/power infrastructure including transformers and switchgear are to be placed away from corners and places of exposure with a preference for incorporation into built form structures or laneways where they do not impact on movement and safety.
- (b) Developments are to meet any Western Power's requirements relating to the location of transformers and switchgear.

6.4.26 Air Conditioners and Water Heaters

- (a) Screening, built in units and other means to avoid viewing air conditioning and water heating units are required.

- (b) Space taken for air conditioning and water heating units on balconies is not included in the minimum balcony size. In these instances, balcony sizes are to be increased to facilitate active use.

6.4.27 Drainage

It is the proponent's responsibility to undertake the necessary reviews, assessments and modelling to demonstrate, to the satisfaction of the City, that the proposed development is consistent with the following design criteria:

- (a) Roads and public open spaces are to be designed to cater for the surface overflow for 1 in 100 year storm events.**
- (b) All habitable floors are to be built above road level sufficient to allow for water to drain from the property to the road except in the case of properties in a depression in the road where habitable floors are to be built 300mm above the crown of the road. Where the developers consider this impractical they are to submit an application to the City explaining the reasons why and what is being proposed to manage drainage.**
- (c) The post-development critical one-year average recurrence interval peak flow and volume will be equal to or less than pre-development flows at the discharge points of all plan and/or development areas.
- (d) The peak stormwater runoff from the site is not to exceed the peak runoff from the site prior to development.**
- (e) 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 1 in 1 year average recurrence interval event,
 - up to the 5 year average recurrence interval event in residential areas, and
 - 10 year average recurrence interval event in commercial/industrial areas.
- (f) On-site stormwater management is to collect and store rainwater 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).
- (g) 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.

6.4.28 Waste Management

- (a) Service and bin storage areas are to be concealed from the street. Screening and ancillary buildings are to be of materials and design compatible with the adjacent buildings.
- (b) Where a development includes 10 or more dwellings, general waste disposal is to be provided via a 1100 litre shared bin. Provision for additional bins will be mandatory based on the number of dwellings.

- (c) In developments of over 10 dwellings all servicing is to occur on-site and a specialist waste management plan provided to the satisfaction of Council.

6.5 Precinct Guidance

The requirements below outline the particularities of each precinct.

6.5.1 Development Requirements by Precinct

Table 6: Development Requirements by Precinct

	Development Requirement per Precinct (Ref. Figure 4: Density Plan for the CCC, Height and Densities)											
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	RAC-0	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	60	N/A	N/A	N/A	N/A
Minimum 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 Communal Open Space (% of Site) including deep soil zone (10% of Site)	20%**	20%**	20%**	20%**	20%**	20%**	20%**	20%**	20%**	N/A	20%**	N/A
Minimum/Maximum street setback (up to 13 metres / 4 storeys)***	0/0 metres	0/0 metres	0/3 metres	0/3 metres	0/3 metres	12/15 metres	As per R-codes	0/3 metres	0/3 metres	N/A	N/A	N/A
Minimum/Maximum side setback (up to 13 metres / 4 storeys)	0/0 metres	0/0 metres	0/3 metres	0/0 metres	As per R-codes	N/A	As per R-codes	0/3 metres	N/A	N/A	N/A	N/A
Minimum/Maximum side and front setbacks above 13 metres / 4 storeys	3/5 metres	3/5 metres	3/5 metres	3/5 metres	3/5 metres	3/5 metres	3/5 metres	3/5 metres	3/5 metres	N/A	3/5 metres	N/A
Minimum/Maximum storeys *(see Figure 4 for details)	6/14 storeys	6/9 storeys	6/9 storeys	6/9 storeys	4/9 storeys	3/5 storeys	2/6 storeys	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
Maximum height of walls built up to boundary, except where the wall abuts an existing or simultaneously constructed wall of similar or greater dimension.	4 storeys (13m)	4 storeys (13m)	4 storeys (13m)	4 storeys (13m)	4 storeys (13m)	6 storeys (18m)	As per R-codes	4 storeys (13m)	4 storeys (13m)	N/A	4 storeys (13m)	N/A
Ground floor height (floor-floor)	4m	4m	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

R-Codes: Residential Design Codes

Note: In relation to Non-residential development abutting residential development, setbacks are also subject to the City's local planning policy regarding non-residential development adjacent to residential property.

* 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.

** 10% deep soil zone means a part of a site area that consists of least 1.5 metres of soil depth for the provision communal amenity with substantial vegetation.

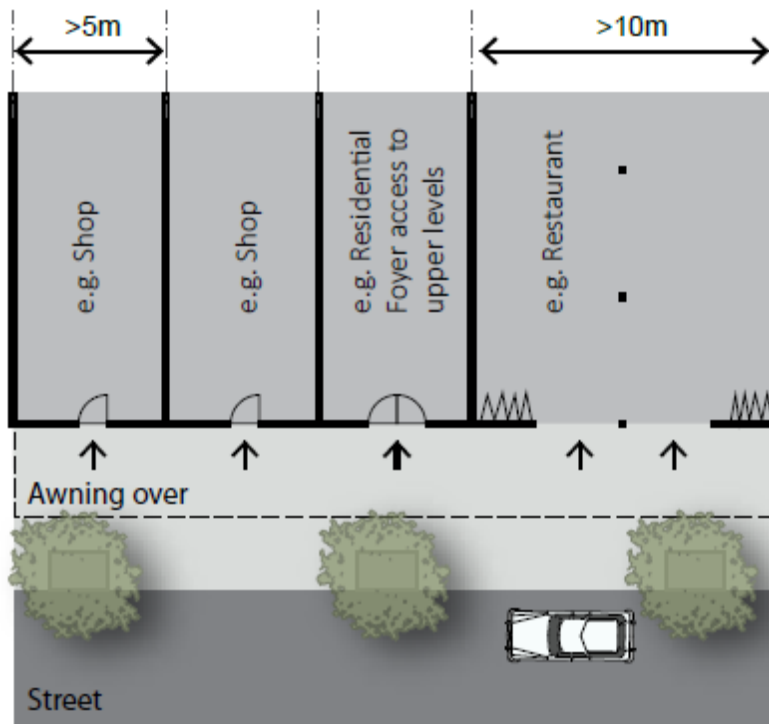
*** A minimum 2.5m street setback will be required on Albany Highway in the following precincts: Cecil Avenue Other, Pattie Street, Civic and Recreational. and Retail.

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6.5.2 'Cecil Ave Main' and 'Cecil Ave Other' Precincts

- (a) Cohesion with adjacent buildings is to be achieved by providing continuity of the built form. Gaps in frontages and significant changes in building alignment are to be avoided.
- (b) Developments incorporating activated uses on the ground floor are to have an entrance and tenancy every 5-7m to promote fine grain retail space. See Figure 6 below.

Figure 6: Regularity of Entrances



6.5.3 Pattie Street Precinct

- (a) Development is to incorporate a variety of built forms to encourage diversity in uses. Ground floor activation will be required and landscaped frontages incorporated into the design of the buildings to add to the amenity and character of the Precinct.
- (b) All buildings that front onto Pattie Street are to have all key entries to all buildings off Pattie Street.
- (c) Built form surrounding the Wharf Street Basin is to respond to the water body through the orientation of balconies, entrances and access ways. Visual surveillance and other safety measures are to be incorporated into the design of buildings facing Wharf Street Basin in a way that is attractive and creates amenity.

6.5.4 Retail Precinct

- (a) Development is to incorporate high quality innovative architecture, reflecting the status significance of the commercial and retail centre.

- (b) 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.
- (c) Water Sensitive Urban Design, energy production and high quality public realm are to be integrated within the design and operation of the buildings.
- (d) Development outside of the Carousel Shopping Centre is to comply with an approved Local Development Plan as well as the requirements of this Activity Centre Plan.
- (e) Any multi storey car park is to be screened with an artistic treatment/ screens. (Reference in Design Guidance – Appendix 1)

6.5.5 Railway Precinct

- (a) Built form surrounding the Renou Street Basin is to respond to the water body through the orientation of balconies, entrances and access ways

6.5.6 Civic and Educational

- (a) Educational and recreational developments required to service the needs of the community.
- (b) Landscaping is required to add to the amenity and character

6.5.7 City Residential

- (a) Built form adjacent to the TEC is to respond to this asset through the orientation of balconies, entrances and access ways.
- (b) The effects of overshadowing and changes in microclimate for the TEC are to be considered in the building design.

6.5.8 Riverside Commercial

- (a) High quality commercial and office development is required to encourage diversity in uses.
- (b) Landscaping is required to add to the amenity, character and transition into the Regional Park. The use of deciduous trees as part of landscaping plans associated with new developments will not be permitted, as the heavy, annual leaf fall from deciduous trees increases the potential for eutrophication of the Canning River.
- (c) The use of different materials, facade treatments and shape is strongly encouraged to create unique commercial and office developments.
- (d) Built form along Albany Highway is to incorporate noise attenuation. Built forms are to respond to the requirements for noise attenuation in a manner that still enables high quality architecture and attractive built form but also comfort and amenity for the users of the Riverside Commercial Precinct.
- (e) Built form along Albany Highway is to have regard to the Albany Highway Policy SRS238.

- (f) 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.

6.5.9 Riverside Residential Precinct

- (a) Landscaping is required to add to the amenity and character as well as to provide a direct link to the Canning River Regional Park. The use of deciduous trees as part of landscaping plans associated with new developments will not be permitted, as the heavy, annual leaf fall from deciduous trees increases the potential for eutrophication of the Canning River.
- (b) Built form along Carden Drive is to incorporate the use of different materials, facade treatments and shape to create engaging frontages towards the Canning River Regional Park.

6.5.10 Conservation Precinct

- (a) Conservation of the Threatened Ecological Community.
- (b) Landscaping is required to add to the amenity and character.

6.5.11 (c) All development proposals are to be forwarded to the Department of Parks and Wildlife and where appropriate state and federal environmental authorities. Civic and Recreational Precinct

- (a) A variety of high quality and innovative community and recreational developments is required to service the needs of the community.
- (b) Landscaping is required to add to the amenity and character.
- (c) Commercial, office and residential uses and their location are to take into account the location of Albany Highway in terms of traffic impacts and access and noise attenuation.

6.5.12 Utilities Precinct

- (a) The footprint of the Terminal Substation is to be retained as small as possible through the application of innovative technological solutions and management systems.
- (b) 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.
- (c) 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.
- (d) 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.

6.6 Sustainability

All developments with 10 or more dwellings are to submit a sustainability report demonstrating compliance with the minimum criteria detailed below.

6.6.1 Passive Design

- (a) Developments are to maximise winter sun and minimise uncontrolled summer sun through orientation of the building.
- (b) Windows are to that have a minimum area of 2m² in all living and sleeping areas.
- (c) Developments are to achieve a minimum 50% direct sunlight to the principal usable part of the communal open space for a minimum of 4 hours between 9am and 3pm on the 21 June is required.
- (d) Developments are to have at least 60% of the apartments naturally cross ventilated in the first nine storeys of the building.
- (e) Application of shading devices where needed to improve thermal comfort.
- (f) For office buildings, hot air is to be removed by operable windows at night or controlled extraction.
- (g) Developments are to incorporate external materials based on their high insulating performance and other durability requirements.
- (h) Building interiors are to include sufficient thermal mass to act as a 'heat sink,' holding heat in winter and delaying the temperature peak in summer.

6.6.2 Qualifications for Height Bonus

The CCC will be defined by its achievement in sustainable built form and public realm. In order to achieve this, performance improvements are required by all developments.

- (a) An incentive-based 'Bonus' strategy applies to this Activity Centre Plan whereby additional height is awarded for developments that deliver above the mandated standard.
- (b) Bonus height is provided through meeting the aspirational criteria outlined in:
 - 6.6.3 Energy Efficiency;
 - 6.6.4 Water and Drainage, and
 - 6.6.5 Green Walls.
- (c) To achieve the maximum storeys allowed in Table 6: Development Requirements by Precinct:
 - Meeting one of the aspirational criteria allows developments to achieve half of the extra height.
 - Meeting 2 of the aspirational criteria allows developments to achieve all of the extra height.
- (d) Proponents are also encouraged to submit proposals and draw the City's attention to what they believe are characteristics of the development worthy of bonus plot ratio that are not

mentioned specifically in the document such as 'design excellence'. This is likely to be assessed by the Design Advisory Committee.

6.6.3 Energy Efficiency

- (a) **Mandatory Criteria for all developments with 10 or more dwellings: Demonstrate an environmental performance improvement using life cycle assessment, Green Star or a similar methodology.**
- (b) Submit a report from an organisation recognised by the City of Canning based on the international standards ISO 14044 and EN 15978 to demonstrate compliance with the required standards in Table 7. Development bonuses are provided for those developments subject to meeting the performance improvements targets.

Table 7: Performance Targets for all Developments in the CCC and Bonus Opportunities

Max allowable building height (levels)	Minimum performance (Performance improvements against "standard benchmark" to obtain Development Approval and Building Permit)	Density Bonus (Performance improvement against "standard benchmark" to obtain density bonus)
4	40%	55%
5	30%	50%
6	30%	50%
7	30%	50%
8	30%	50%
9	25%	45%
10	25%	45%
11	20%	40%
12	20%	35%
13	20%	35%
14	20%	35%

The baseline for which the performance improvement target is measured from is:

- For residential development – the average household consumption/year.
- For non-residential development – the average consumption that is typical for a similar development/year.

The benchmark for modelling purposes is as follows:

Use	Benchmark
Residential	4200kg CO ₂ e / occupant / year
Office	169kg CO ₂ e / m ² / year
Other Uses	Building Code of Australia (BCA) Compliant Design

6.6.4 Water and Drainage

The “Minimum” in Table 8 is the Mandatory Criteria for all developments with 10 or more dwellings. The water use reduction requirement and aspirational targets are the following:

Table 8: Water Use Targets for all Developments in the CCC and Bonus Opportunities

Indicators	Minimum	Aspirational
Scheme Water Use	80kl / person / year	50kl / person / year
Scheme Water Max Pressure	35 metres	25 metres
Other requirements	Select minimum flow taps, shower heads, fixtures and appliances	Install grey water re-use systems wherever possible

Developments are required to submit modelling of all water use, pressure and grey water re-use systems if applicable.

6.6.5 Green Walls

- (a) The inclusion of green walls will be considered as an aspirational target eligible for height bonus. If proposed, these are to be supported by a maintenance regime and sustainable irrigation systems to be approved by the City.
- (b) **Requirement: Maintenance is to be specified in the Strata Management Statement.**

6.6.6 Sustainability Design Suggestions

Energy Production Design Suggestions

- 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.

Energy Control Suggestions:

- 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.
- Incorporate highest possible rating fixtures to reduce electricity consumption.

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.

Water appliances and fixtures

- Low energy and water rating appliances such as refrigerators, dishwashers, air conditioning etc. (with a WELS rating of 5 or more stars) are desirable.

6.7 Public Art Requirements

- (a) Developments identified by the City's Local Planning Policy are required to make a public art contribution.

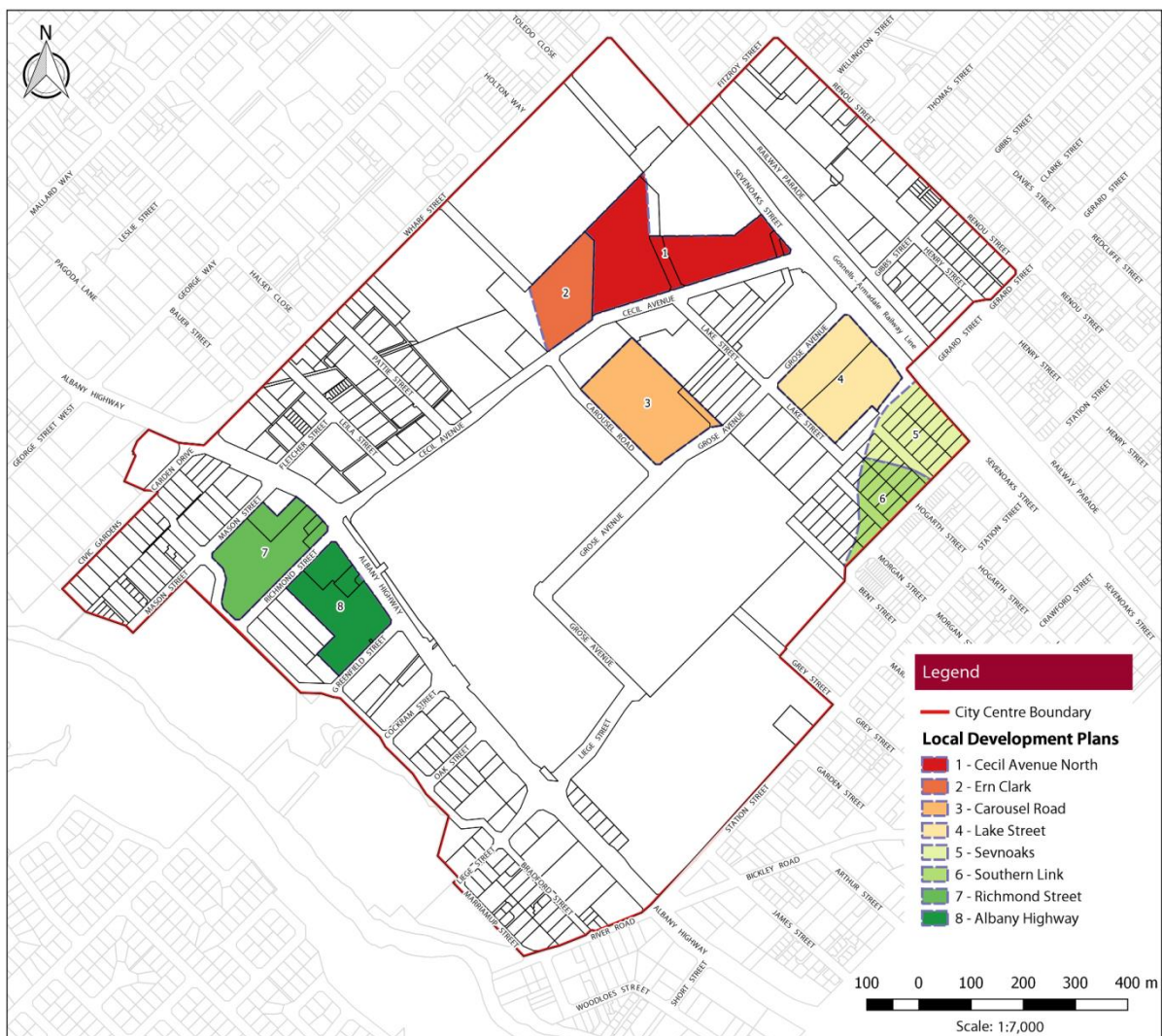
6.8 Local Development Plans

- (a) Landholdings requiring Local Development Plans (LDP) and in turn, subdivision, are also marked in Figure 7: Landholdings Requiring Local Development Plans. The City will not consider recommending subdivision or approving development within the areas of the Activity Centre Plan outlined in Figure 7 below, unless a Local Development Plan has been prepared and adopted pursuant to Part 6 of the Deemed Provisions.
- (b) An approved LDP (SRS242) already applies to the Carousel Shopping Centre to guide its redevelopment.
- (c) Certain landholdings within the City Centre 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 the Activity Centre Plan Map.
- (d) Notwithstanding the above, the City may recommend subdivision or approve the development of land within the Activity Centre Plan area prior to an LDP coming into effect in relation to that land, if the City 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.
- (e) Further, Council may consider a variation to the indicative subdivision layout as shown in the Activity Centre Plan Map. Variations must be justified and demonstrate support for the CCC vision and objectives. Permeability, accessibility and provision of POS are not to be reduced as a result of any variations.
- (f) The CCC Activity Centre Plan establishes the minimum requirements for roads, access lanes and open space and Local Development Plans are to respond to these requirements to support the vision of the CCC.
- (g) Requirements for Local Development Plans are outlined in Part 6 of the Deemed Provisions. In preparing a LDP, the overarching objectives of the Activity Centre Plan 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;
 - services;

- 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;
- special development controls and guidelines; and
- other information considered relevant by the Council.

(h) A Traffic Impact Assessment, undertaken in accordance with WAPC's Transport Assessment Guidelines is to be included in the LDP for LDP Areas 7 and 8.

Figure 7: Landholdings Requiring Local Development Plans

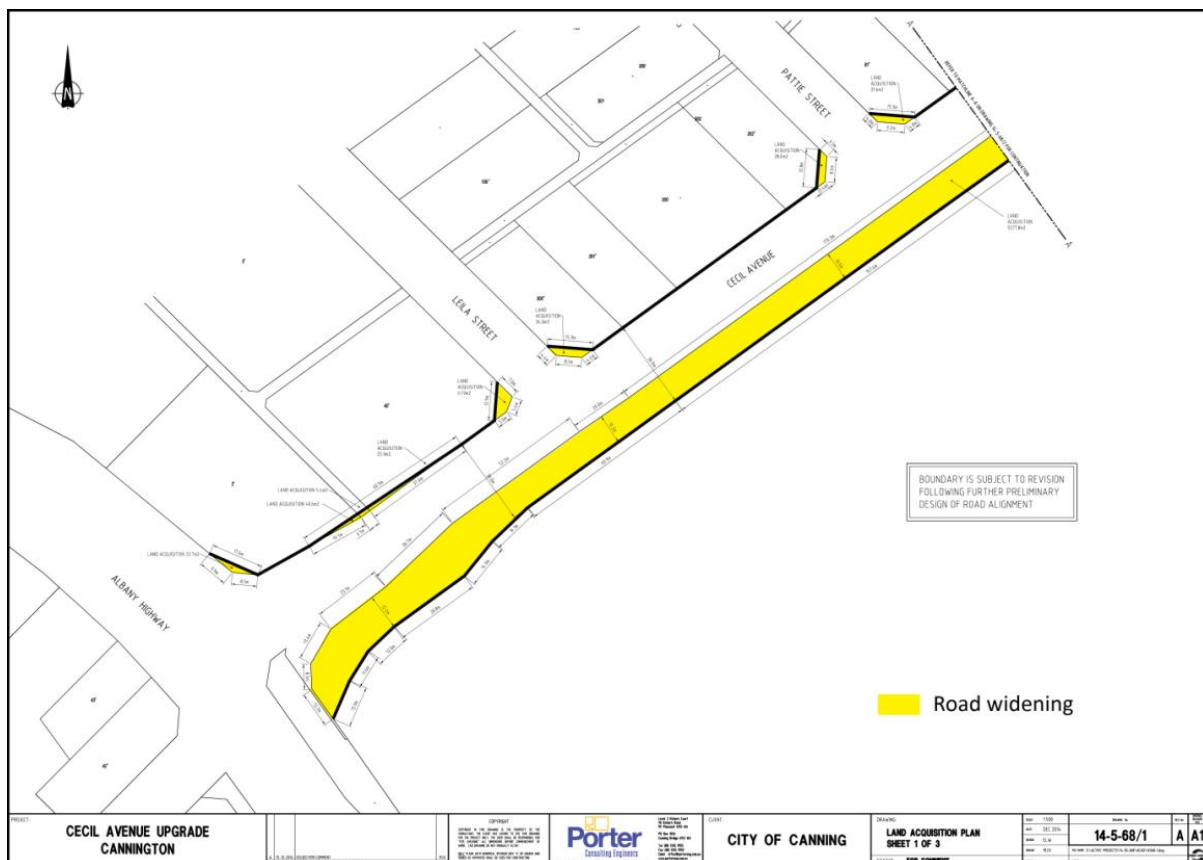


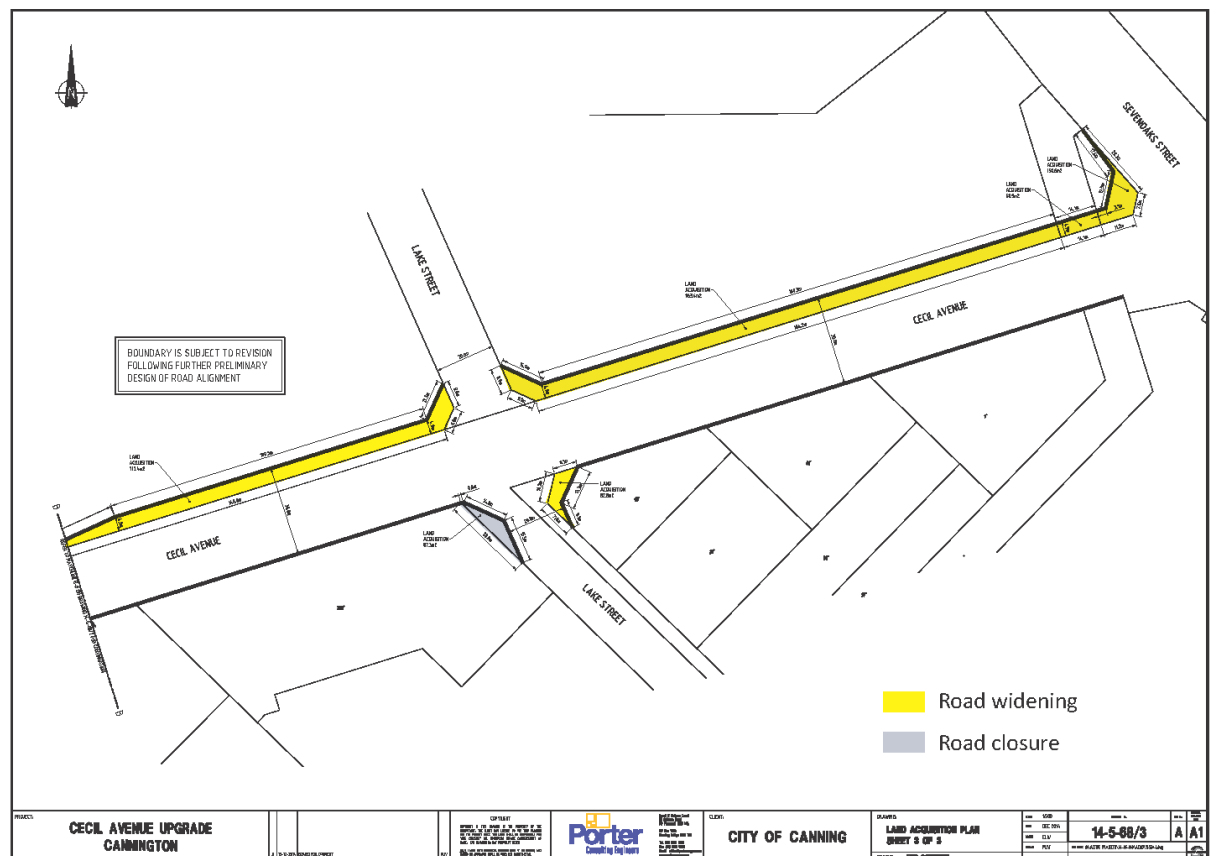
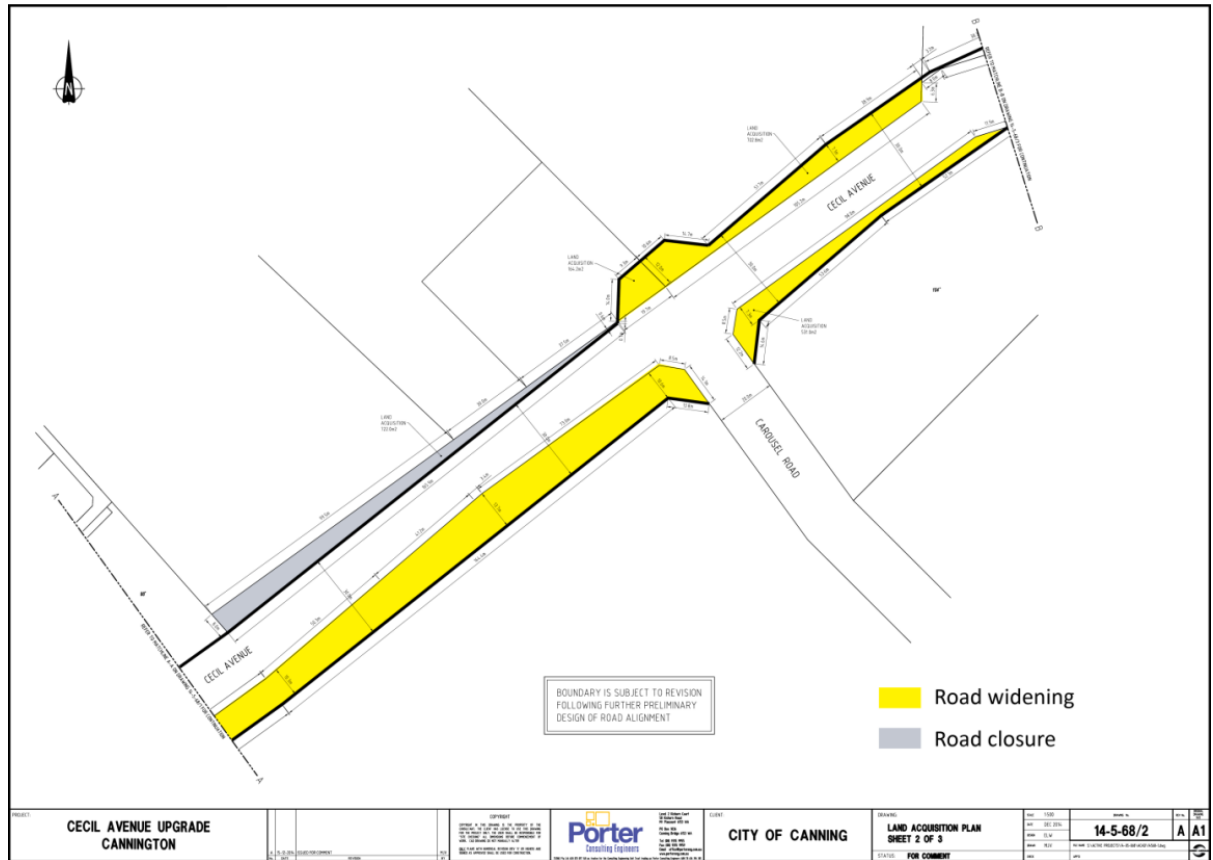
7 Movement, Access and Parking Requirements

7.1 General Movement Requirements

- Street alignment, pedestrian connections and subdivisions are to be generally guided by Figure 3: Activity Centre Plan Map.
- The laneways marked in the plan are indicative. Developers are to liaise with the City to ensure safety, manoeuvring and service areas to and from the laneways.
- Widths and cross-sections for all other streets in the CCC will vary based on their hierarchy and purpose.
- Cecil Avenue will be a 30m wide road reservation to facilitate the creation of a Main Street. Figure 8 provides the alignment of Cecil Avenue and indicates which land parcels will be affected.
- For road, laneways/right of ways, the developer is to liaise with the City's Engineering Services, Infrastructure and Environment.
- 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 8: Alignment of Cecil Avenue





7.2 Site Access, Servicing and Loading Areas

- (a) Access points for service and private vehicles are to have minimal impact on resident, visitor or pedestrian amenity.
- (b) Access is to be shared between service vehicles and general use where possible.
- (c) Adequate separation distances between vehicular entries and street intersections are to be provided.
- (d) Driveways are to have a maximum width of 6 metres on any street.
- (e) Access to car parking areas is to be off laneways or from the rear of the lot.

7.3 Reciprocal Parking Arrangements

The City may accept reciprocal parking arrangements between two private properties where:

- (a) The users utilising the parking have a demonstrated difference in peak demand; or between users needing short-term visitor parking; and
- (b) The affected property owners (separate parent lots) enter into a legal agreement involving the authorising authority.

7.4 Bicycle End of Trip Facilities

- (a) Bike racks are to be located in close proximity to building entrances.
- (b) Commercial/ mixed use buildings are to provide:
 - Locker facilities and change rooms to support cyclists, joggers and walkers in using alternative travel methods
 - 1 female and 1 male shower for every additional 8 bicycle parking bays to a maximum of six male and six female showers per building and at least 1 electric recharging point per 5 bike parking bays.

7.5 Car Parking Rates

All development is to comply with the car parking provisions of the Local Planning Scheme. Variations to the parking provisions of the Local Planning Scheme will be supported in line with the suggested parking rates in the Canning City Centre Movement, Access and Parking Strategy at Appendix 6 of Part 2. "Developers may negotiate lower parking rates (for uses other than residential) to provide less or no parking on-site and contribute cash-in-lieu per bay towards facilities and services for common-use parking, public transport and alternative modes, at the discretion of Council. Where developments do provide lower parking rates, provision of bays for car share schemes is strongly encouraged.

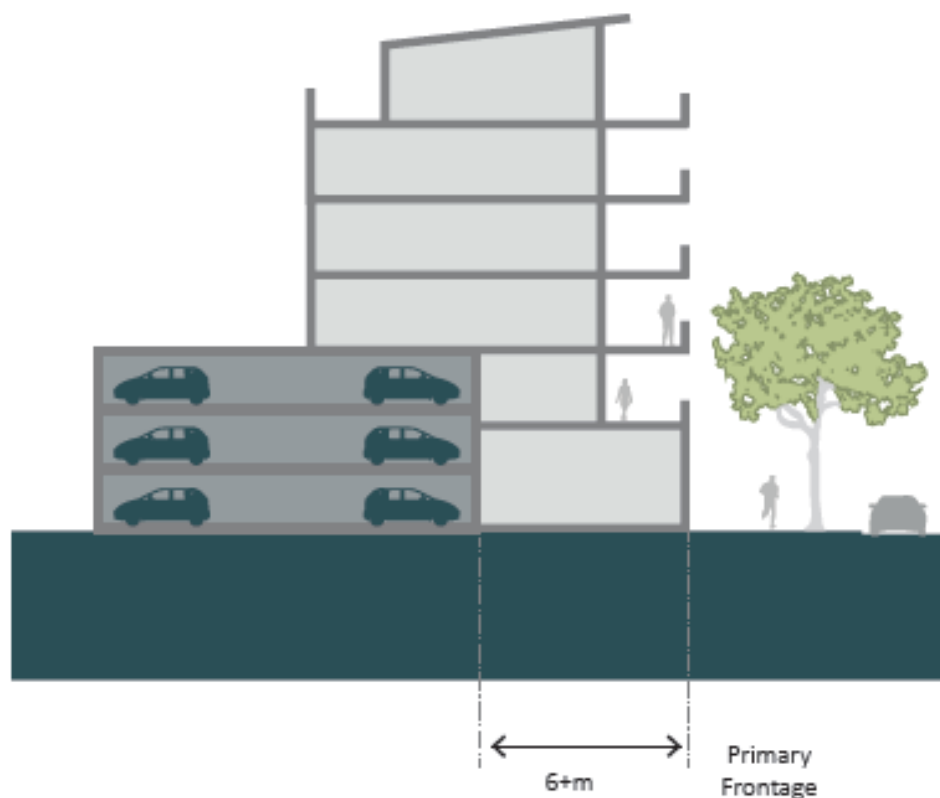
It is encouraged that car parking areas provide access to a power outlet to recharge electric vehicles.

Residential Visitor 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 Council as follows:

- (a) 0.1 bays per unit on-site and sign posted for exclusive use by residential visitors;
- (b) The remaining 0.15 bays per unit may be provided as follows:
 - Either as cash-in-lieu per bay, and/or
 - Constructed as on-street parking bays immediately adjacent to the development
- (c) In mixed use buildings, the remaining 0.15 bays per unit may be allocated as follows:
 - Co-share with 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.

Figure 9: Location of car parking facilities – behind buildings



7.6 Parking Design Principles

Where parking is provided for each development, the following design principles apply:

- (a) Parking is to be hidden from public view, located behind buildings where possible or screened from the street or POS by other uses (Figure 9).

- (b) Open lot car parking is to be planted with trees at every third bay within the car park grid or equivalent. Tree species will be selected for the spread of their canopy which is desirable to have a 6m diameter canopy. Details of the proposed tree species are to be included in the landscape plan submitted for approval as part of the development application.
- (c) Where possible car park entrances are to be shared between lots.
- (d) Unless otherwise varied by a Local Development Plan, visitor parking may be provided within road reserves directly in front of the development site subject to the City's approval.

7.7 Parking in Lieu

Subject to the provisions of the Local Planning Scheme, the City 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 the Activity Centre Plan or on-street car parking embayments, subject to the City's approval and this Activity Centre Plan. A fee per bay (construction costs) will be applied for cash-in-lieu considerations and contributions.

7.8 Bicycle Parking Rates

The bicycle parking rates are to comply with Table 9 below.

Table 9: Bicycle Parking Rates

Land Uses◇	Parking rate for residents, employees, visitors, shoppers and guests
Community, Recreation and Health uses: Child Day Care Centre Community Building Community Purpose Health Centre Medical Consulting Rooms Public Worship	0.6 per 100m ²
Light Industry	0.6 per 100m ²
Office	0.6 per 100m ²
Retail uses: Convenience Store Market Shop	0.6 per 100m ²
Storage & Bulky Goods uses: Retail Establishment	0.6 per 100m ²

Land Uses [◊]	Parking rate for residents, employees, visitors, shoppers and guests
Showroom Warehouse	
Educational Establishment	0.8 per student, plus 0.2 per employee
Accommodation & Function uses: Bed and Breakfast Hotel Motel Reception Lodge	0.6 per 100m ²
Residential uses: Grouped Dwelling Multiple Dwelling Residential Building	As per the R-Codes
Mixed Development	As per the parking requirements for each use.

[◊]For uses not listed but permissible, parking rates are to be negotiated with Council.

8 Funding Arrangements

8.1 Funding Arrangements for the Provision of Standard and Community Infrastructure

The Activity Centre Plan 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 CCC, POS 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 CCC).

8.2 Approvals, Engagement and Design Review

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