



City of Canning

A welcoming and thriving city



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Local Planning **Strategy 2017**

Direction for land-use planning

ADVERTISING

The City of Canning Local Planning Strategy certified for advertising on:

..... day of20

Signed for and on behalf of the Western Australian Planning Commission:

.....

An officer of the Commission duly authorised by the Commission (pursuant to the Planning and Development Act 2005)

Date:.....

ADOPTED

The City of Canning hereby adopts the Local Planning Strategy, at the Ordinary meeting of the Council held on the

..... day of20

Mayor:.....

Chief Executive Officer:.....

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on

..... day of20

An officer of the Commission duly authorised by the Commission (pursuant to the Planning and Development Act 2005)

Date:.....

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Contents

1	Summary	7	12.2 Water Management	41
PART ONE				
2	Introduction	8	12.3 Population and Housing	42
2.1	Vision and Planning Principles	9	12.4 Economy and Employment	48
2.2	Objectives	9	12.5 Retail and Commerce	49
3	Strategic Plan	10	12.6 Tourism and Visitors, including Attractors and Facilities	52
4	Strategies and Actions	11	12.7 Recreation and Public Open Space (POS)	53
4.1	Housing	11	12.8 Community Facilities	53
4.1.1	Centres and Corridors	11	12.9 Cultural Heritage	53
4.1.2	Focus Areas - Bentley, Wilson and St James	11	12.10 Rural Land Use	55
4.1.3	Affordability, Adaptability and Accessibility	11	12.11 Urban Design and Character	55
4.1.4	Built Form Sustainability	11	12.12 Traffic and Transport	55
4.1.5	Density and Residential Codes	14	12.13 Infrastructure Services	56
4.1.6	Urban Design and Character	14	13 Opportunities for and Constraints upon Development	57
4.2	Integrated Transport	14	13.1 Housing	57
4.2.1	Public and Active Transport	14	13.2 Transport	57
4.2.2	Car Parking	14	13.3 Commercial and Activity Centres	58
4.3	Business, Industry and Employment	15	13.4 Infrastructure	58
4.3.1	Activity Centres	15	13.5 Public Open Space (POS)	59
4.3.2	Flexible Planning Processes	15	13.6 Environment	59
4.4	Public Open Space	15	13.7 Biodiversity	59
4.4.1	Development of Public Open Space	15	13.8 Water	60
4.4.2	Retention and Replacement of Public Open Space	16	13.9 Community and Health	60
4.4.3	Expansion of Public Open Space Provision	16	13.10 Heritage	60
4.5	Environment Management and Biodiversity	16	14 Acronyms	61
4.5.1	Ecological Linkages	16	15 References	62
4.5.2	Development and the Natural Environment	16	FIGURES	85
4.5.3	Conservation and Protection	16	Figure 1: Strategic Plan	10
4.6	Water Management	17	Figure 2: Local Planning Framework	20
4.6.1	Water Resources and Development	17	Figure 3: Metropolitan Region Scheme	22
4.6.2	Stormwater Management	17	Figure 4: Town Planning Scheme No. 40	31
4.7	Infrastructure	17	Figure 5: Guided Development Schemes	36
4.8	Community Facilities	17	Figure 6: Integrated Planning Framework	39
4.9	Heritage	17	Figure 7: Population and household forecasts, 2011 to 2036	42
5	Implementation	18	Figure 8: Household Types, 2011	43
6	Monitoring and Review	18	Figure 9: Forecast household types	44
PART TWO				
7	Introduction	19	Figure 10: Household size, 2011	45
8	Community Engagement	20	Figure 11: Dwelling Structure, 2011	46
9	State and Regional Planning Context	21	TABLES	
9.1	State Planning Context	21	Table 1: Guided Schemes Status	35
10	Local Planning Context	21	Table 2: Activity Centre and Structure Plan Status	37
10.1	Local Planning Schemes	30	Table 3: Forecast additional dwelling yields	47
10.2	Activity Centre and Structure Plans	30	Table 4: Projected floorspace, entertainment uses	49
10.3	Local Planning Policies	37	Table 5: Input floorspace, City of Canning activity centres, 2013-2031	50
10.4	Sustainability	38	Table 6: Input Office floorspace, City of Canning activity centres, 2008	51
11	Community Context	39	Table 7: Projected floorspace, office uses	52
12	Local Profile	40	Table 8: Registered Aboriginal sites in the City	54
12.1	Physical features and Natural Resource Management	40	Table 9: Places of heritage significance	54

1 Summary

The Local Planning Strategy (LPS) is the key strategic urban planning document for the City of Canning (the City) and should be read in conjunction with the Local Planning Scheme. It is closely linked to the City's Strategic Community Plan 2013 (SCP) which underwent a major review in 2017, and the Corporate Business Plan 2017 (CBP). It defines a framework of land uses and activities and provides a guide to the integration of social, environmental and economic planning and development in the City.

The LPS is based on identification and analysis of key issues, and is underpinned by relevant background information. The Strategy is divided into two distinct, but interrelated parts.

Part One includes a summary of the major characteristics and issues relevant to the future planning and development of the area. Part One contains the vision, objectives, strategic plan and actions that will assist in the implementation of the Strategy and inform the Local Planning Scheme. It also includes implementation and review of the LPS.

Part Two provides the relevant background to the Strategy, including analysis of information and the rationale for the Strategy. Part Two contains the local profile, state, regional, local context and opportunities and constraints to development. The analysis of the opportunities and constraints informed the strategies and actions in Part One.



Part One/



2 Introduction

The City of Canning (the City) is located in Perth's south-eastern suburbs, about 10 kilometres from Perth CBD and covers a total of 65km2. The City comprises the suburbs of Bentley, Cannington, East Cannington, Ferndale, Lynwood, Parkwood, Queens Park, Riverton, Rossmoyne, Shelley, Welshpool, Willetton, Wilson and parts of St James, Canning Vale and Leeming.

Some of the challenges that the City face are providing housing and appropriate transport options for the growing and changing population. This needs to be carried out in conjunction with conserving and enhancing the natural environment, including connectivity, through ecological linkages and addressing the impacts of climate change.

Some of the opportunities that the City has to offer are the natural environment in the Swan-Canning River system, a thriving economy, with two major industrial areas in Canning Vale and Welshpool and the Strategic Metropolitan Centre in Cannington.

Consistent with the State Government's strategic and planning framework and local, regional context, preparation of the Local Planning Strategy (LPS) included analysis of all relevant State and regional plans, policies and strategies.

Community input was a critical component of the content and design of the LPS and the resulting Scheme. The community was involved throughout the development of the Strategic Community Plan (SCP), consulted on each of the sub strategies and finally the draft LPS. The City acknowledges the community's participation and contribution to the LPS.

2.1 Vision and Planning Principles

When the community was asked to imagine a City of Canning of the future during the engagement for the Strategic Community Plan, people visualised living in a welcoming and thriving City.

The community's vision can be broken down into five key goals, identified in the SCP.

- **Grow.** Natural areas where people and wildlife flourish.
- **Connect.** An inclusive, safe and vibrant community.
- **Build.** Accessible, pleasing urban spaces that are fit-for-purpose
- **Prosper.** A thriving local economy.
- **Lead.** Accountable, responsible and forward-thinking administration.

These key goals form the basis of the planning principles used in the development of the Local Planning Strategy. These are consistent with the principles and objectives of the State Government's formal spatial plan for the Perth and Peel regions, draft Perth and Peel @3.5 million, specifically to:

- Consolidate urban form,
- Strengthen the economy and employment,
- Provide a wide range of community and social infrastructure,
- Support movement and access,
- Provide service infrastructure, and
- Protect and enhance the environment, landscape and natural resources

2.2 Objectives

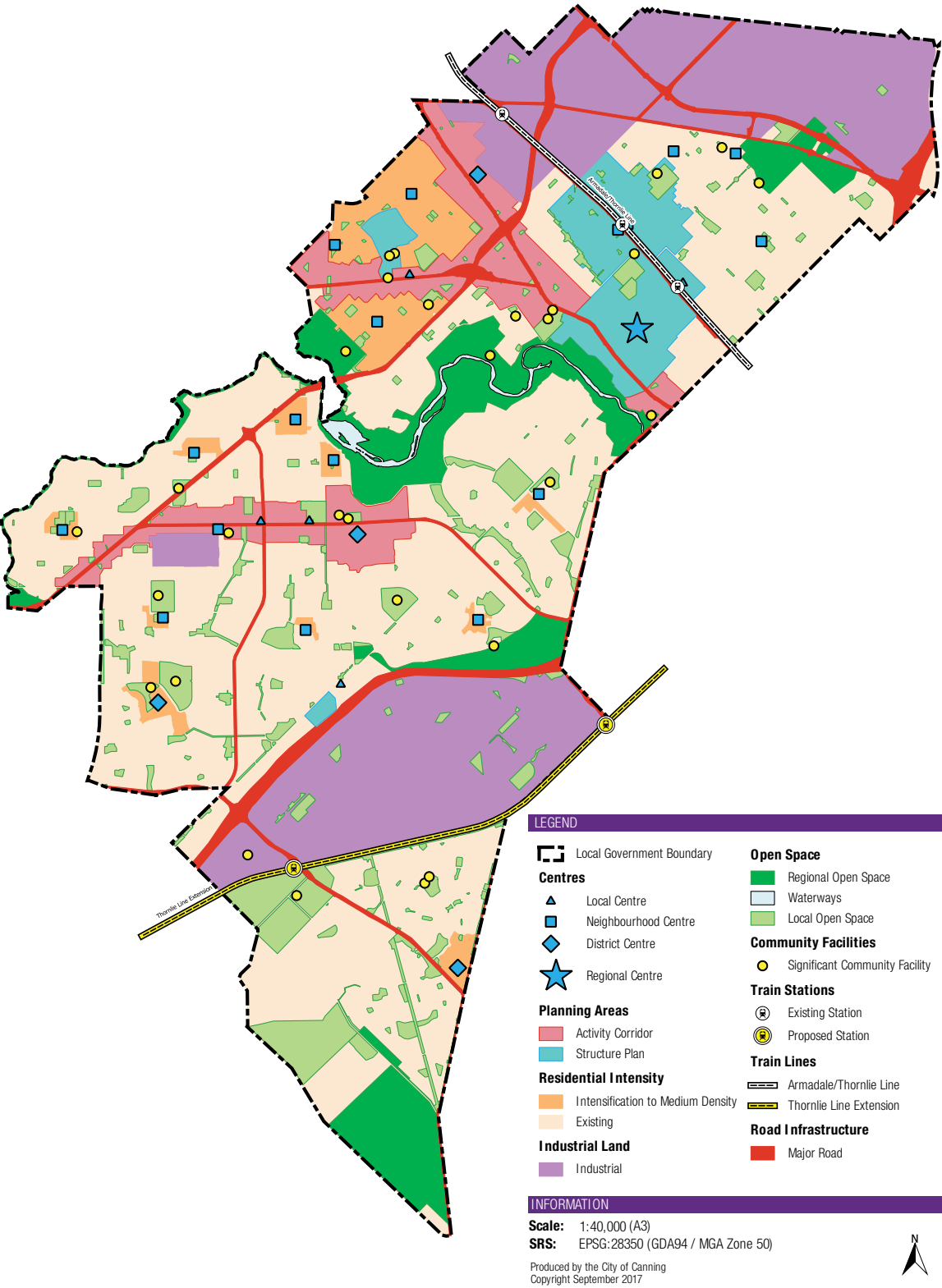
The objectives of the Local Planning Strategy are to:

- Provide additional and more diverse housing in a consolidated urban form that caters for an ageing population and changing household structures.
- Ensure integration of transport modes and intensive land uses to provide for better movement, accessibility and sustainability.
- Enhance cycling and pedestrian movement networks.
- Develop successful commercial centres that are attractive, accessible and well-connected.
- Achieve greater employment self-sufficiency and economic growth opportunities.
- Develop the Canning City Centre as the Strategic Metropolitan Centre of the South East corridor.
- Protect and enhance the natural and built environment within the City landscape.
- Ensure public open space is easily accessible and provides protection for biodiversity, amenity and quality recreational opportunities.
- Protect buildings, objects and places of heritage and facilitate appropriate community facilities.
- Enhance the health and wellbeing of the community by creating an environment that encourages healthy active living.

3 Strategic Plan

The objectives of the Local Planning Strategy have been mapped to create the Strategic Plan. The Strategic Plan Map sets out, in a spatial context, the strategic land uses, development, infrastructure and natural resources of the Local Planning Strategy. The map focuses on the general pattern of land use and not specific zonings. METRONET Thornlie Line Extension and new stations at Nicholson Road and Ranford Road, Canning Vale are indicative subject to further detailed planning to be undertaken as part of the METRONET Stage 1 Project.

Figure 1: Strategic Plan



4 Strategies and Actions

Strategies and actions need to be undertaken to reach the objectives of the Local Planning Strategy and to successfully implement the supplementary strategic plan. Recommended actions include making local planning scheme provisions for zoning, reservation and development control. Other suggestions relating to matters such as infrastructure development, promotion, direct investment or development initiatives may not be able to be implemented via the Local Planning Scheme, but they may be put in place through alternative mechanisms, such as policies. The strategies and actions are extracted from various sub strategies in relation to their planning implications and align with section 13: *Opportunities for and constraints upon development* identified in Part Two of this Strategy.

4.1 Housing

The objective of the Local Housing Strategy 2014 (LHS) is to provide additional and diverse housing that caters for an ageing population and changing household structures. More detail in relation to the City’s approach to housing can be viewed in the Local Housing Strategy.

4.1.1 Centres and Corridors

Strategy

Facilitate higher intensity and diversity of residential and mixed use development within and surrounding Neighbourhood, Local and District Centres and key transport corridors.

Actions

District Centres

- 4.1.1.1 Examine an increase in residential density to a minimum of R40, for all Residential zoned properties within a 400 metre walkable catchment of the Southlands, Riverton and Livingston District Centres.
- 4.1.1.2 Develop mechanisms to facilitate lot amalgamation and development.
- 4.1.1.3 Examine opportunities for residential uses in accordance with SPP4.2 within the Bentley, Southlands, Riverton and Livingston District Centres, when redevelopment of these district centres occurs.

Neighbourhood and Local Centres

- 4.1.1.4 Examine an increase in residential density to a minimum of R30, for all Residential zoned properties within a 200 metre walkable catchment of the following Neighbourhood and Local Centres across the City:
 - Central Road and Third Avenue, Rossmoyne;
 - Tribute Street West, Shelley;
 - Barbican Street East, Shelley;
 - Riverton Drive East, Shelley;
 - Apsley Road, Willetton;
 - Rostrata Avenue, Willetton;
 - Vellgrove Avenue, Parkwood; and
 - Lynwood Avenue, Lynwood.

Corridors

- 4.1.1.5 Develop mechanisms to facilitate lot amalgamation and development.
- 4.1.1.6 Develop mechanisms to deliver greater pedestrian connectivity through long or disconnected street blocks.
- 4.1.1.7 Develop mechanisms to deliver high quality built form outcomes, and maintain an appropriate interface between existing and new development.

Albany Highway Corridor

- 4.1.1.8 Examine an increase in residential density for all residential properties identified in the Local Housing Strategy Map ranging from R60-R100 as part of the Albany Highway density flank, subject to existing physical conditions (such as lot orientation and boundaries, road layout, and easements).
- 4.1.1.9 Minimum density provisions should be encouraged, particularly on lots adjacent and parallel to Albany Highway.

Manning Road Corridor

- 4.1.1.10 Examine an increase in residential density to a minimum of R80, for all properties within 100 metres of Manning Road, and an increase in residential density to R60, for all properties between 100 and 200 metres of Manning Road, subject to existing physical conditions (such as lot orientation and boundaries, road layout, and easements).
- 4.1.1.11 Minimum density provisions should be encouraged, particularly on lots parallel to Manning Road.

High Road Corridor

- 4.1.1.12 Examine an increase in residential density to a minimum of R40, for all residential properties within 200 metres of High Road, subject to existing physical conditions (such as lot orientation and boundaries, road layout, and easements).

4.1.2 Focus Areas - Bentley, Wilson and St James

Strategy

Facilitate high quality residential development which is appropriate for both the permanent and short term residents in Bentley, Wilson and St James.

Actions

- 4.1.2.1 Examine a change in residential density to all residential properties located in the area bounded by Leach and Albany Highways, and the local government boundary to R40, except where greater intensification is proposed by Parts 6.1.2.1 (R60 –R100 for Albany Highway) and 6.1.2.2 (R60 – R80 for Manning Road) corridors of the Local Housing Strategy.
- 4.1.2.2 Develop mechanisms to facilitate lot amalgamation and development.
- 4.1.2.3 Develop mechanisms to deliver high quality built form outcomes that ensure streetscape amenity is enhanced, and appropriate accommodation options for the community are delivered.
- 4.1.2.4 Investigate options to facilitate and assess appropriate short term accommodation options.
- 4.1.2.5 Implement the Bentley Regeneration Project Local Structure Plan.

Note: Bentley, Wilson and St James are identified as key areas as they are in close proximity to Curtin University, and these suburbs face significant pressure for short to medium term accommodation for students.

4.1.3 Affordability, Adaptability and Accessibility

Strategy

Facilitate affordable, adaptable and accessible housing that caters to the needs of the diverse City of Canning population.

Actions

- 4.1.3.1 Examine and develop mechanisms which serve to deliver a known number of affordable dwellings within Albany Highway and Manning Road Corridors, where multiple dwelling development typologies are encouraged.
- 4.1.3.2 Examine mechanisms which appropriately incentivise the delivery of affordable dwellings within designated locations in the City.
- 4.1.3.3 Ensure appropriate provisions are introduced into the planning framework to maintain the affordability of dwellings for a determined time period.
- 4.1.3.4 Examine and implement provisions which require all ancillary dwellings constructed under Part 5.5.1 of the R-Codes to structurally facilitate universal access.
- 4.1.3.5 Develop mechanisms to facilitate delivery of accessible dwellings in new grouped-dwelling constructions in certain locations, on a density bonus basis.
- 4.1.3.6 Ensure appropriate mechanisms are introduced to maintain accessible dwellings for the aged and/or mobility-impaired community.
- 4.1.3.7 Examine and develop a clear direction and mechanisms for delivering building adaptability and transcultural residential design into selected areas of the City.

4.1.4 Built Form Sustainability

Strategy

Encourage and facilitate built form that is responsive to the prevailing climate in Perth, and will actively contribute to resource conservation.

Actions

- 4.1.4.1 Examine mechanisms to incorporate greywater piping in all new residential development and major additions featuring new wet areas.
- 4.1.4.2 Develop policy measures which introduce mechanisms and facilitate/incentivise the following:
 - Photo voltaic arrays;
 - Solar hot water systems;
 - Rainwater tanks;
 - Climate sensitive building orientation;
 - Shading devices;
 - Encourage water sensitive residential development or Low Impact Urban Design and Development methods;
 - Retention of established trees within development sites;
 - Green walls and roofs; and
 - Any emerging trends and technologies which improve sustainability and liveability of the City’s building stock.



4.1.5 Density and Residential Codes

Strategy

Discontinue the use of dual density codings where they are not supported by equitable and enforceable criteria. Implement a base density coding of R20 in residential areas.

Actions

- 4.1.5.1 Discontinue all dual density codings throughout the City. Unless dual density codings are the subject of other proposals, they are to be replaced with the higher coding of that area.
- 4.1.5.2 Increase the density coding of all R17.5 areas to R20, except in locations where a greater density coding is proposed in the Local Housing Strategy or other planning studies.

4.1.6 Urban Design and Character

Strategy

Ensure good design principles and outcomes that fit the context and character while enhancing the amenity and aesthetics of the City.

Action

- 4.1.6.1 Apply and integrate State Planning Policy 7 Design of the Built Environment into the City's planning framework to provide better design quality outcomes.

4.2 Integrated Transport

The objective for transport is to ensure integration of transport modes and intensive land uses to provide for better accessibility and sustainability as well as enhanced cycling and pedestrian networks. More detail in relation to the City's approach to transport can be viewed in the Integrated Transport Strategy 2015 (ITS).

4.2.1 Public and Active Transport

Strategy

Increase accessibility and travel choices such as cycling, walking and public transport in an integrated transport network.

Actions

- 4.2.1.1 Develop the Local Planning Scheme and other planning mechanisms to ensure all land within the City is given a formal public transport accessibility rating which should be considered during development applications (higher densities and lower parking requirements in highly accessible areas).
- 4.2.1.2 Develop tools to measure public transport accessibility and link to further detailed planning, such as a Local Development Plan for appropriate sites.
- 4.2.1.3 In exchange for higher densities and lower parking requirements, work with the developers and the Public Transport Authority to improve local bus services.
- 4.2.1.4 Promote increased densities along key public transport routes based on an accessibility index.
- 4.2.1.5 Investigate the impact of reserved bus lanes and future Light Rail on Manning Road between Centenary Avenue to Canning City Centre.
- 4.2.1.6 Include end of trip facilities as a requirement in both public and private developments in the Scheme.
- 4.2.1.7 Encourage alternate transport parking/storage facilities within industrial developments.

4.2.2 Car Parking

Strategy

Set appropriate parking standards for each land use and locations and integrate with strong alternative transport connections in appropriate areas.

Actions

- 4.2.2.1 Specify minimum and maximum number of parking bays for each land use type in the Scheme.
- 4.2.2.2 Allow for lower parking requirements in areas of high public transport accessibility.
- 4.2.2.3 Include provisions and assessment criteria for reciprocal car parking in the Scheme.
- 4.2.2.4 Progress capped car parking provisions for activity and urban corridors along Albany Highway, Manning Road and High Road.
- 4.2.2.5 Examine and implement capped car parking provisions for current and future Activity Centre Structure Plans.
- 4.2.2.6 Examine the potential for on-street car and bicycle parking to contribute to local parking requirements.

4.3 Business, Industry and Employment

The objective for business, industry and employment is to develop successful commercial centres that are attractive, accessible and well-connected and achieve greater employment self-sufficiency. The Local Commercial and Activity Centre Strategy, 2015 (LCACS) is the primary document in relation to the Local Planning Strategy. However, the Canning City Centre Activity Centre Plan, Queens Park Local Structure Plan, Bentley Regeneration Project Local Structure Plan and the Economic Development Strategy should also be referred to for more detailed guidance.

4.3.1 Activity Centres

Strategy

Provide a clear direction and minimum standards for the expected type, scale and quality of development in activity centres.

Actions

- 4.3.1.1 Review Scheme zones and permissible land uses in the context of the overall vision and individual centre visions, with a focus on unlocking development.
- 4.3.1.2 Review Scheme use classes within zoning table to enable more permitted uses that better align with activity centre visions.
- 4.3.1.3 Investigate and review the appropriateness of current mixed use requirements in terms of the desired outcomes.
- 4.3.1.4 Provide metrics in planning instruments for incremental improvements in activity centre performance.
- 4.3.1.5 Implement the Canning City Centre, Queens Park and Bentley Regeneration Project Structure Plans to guide future development in these areas.

4.3.2 Flexible Planning Processes

Strategy

Develop a process to allow for flexible planning that responds to changing development needs that still meet community outcomes.

Actions

- 4.3.2.1 Explore a potential process for addressing unexpected development proposals that are likely to be highly desirable but may not fit in with current zoning.
- 4.3.2.2 Provide a greater level of certainty and confidence for developers desiring to invest in activity centres.

4.4 Public Open Space

The objective for public open space is to ensure it is easily accessible and provides protection for biodiversity, amenity and quality recreational opportunities. More detail in relation to the City’s approach to public open space can be viewed in the Public Open Space Strategy, 2015 (POSS).

4.4.1 Development of Public Open Space

Strategy

Ensure appropriate planning considerations are developed to support the retention of public open space.

Actions

- 4.4.1.1 Through the review and ongoing evaluation of all Master Plans (Willetton Precinct, Centenary Park, Queens Park Regional Open Space and Canning Vale Sports Master Plan) are to be recognised and incorporated in the future consideration of public open space provision to serve the needs of their locational catchment.
- 4.4.1.2 Develop mechanisms to promote the continued development/evolution of integrated catchment management as an essential mechanism to ensure the conservation, rehabilitation and regeneration of areas are effectively undertaken.
- 4.4.1.3 Develop a sustainable public open space access strategy (relating to hierarchy and use) to address current shortage of car parking space and reduce potential degradation of sensitive public open space areas (particularly during community events) through environmentally appropriate design solutions.
- 4.4.1.4 Implement suburb specific requirements identified in the POSS.
- 4.4.1.5 Adopt a position that the City will accord with the Public Parkland Planning and Design Guide (WA) where appropriate.

4.4.2 Retention and Replacement of Public Open Space

Strategy

Retain public open space and if appropriate to dispose of any, ensure that it is adequately replaced.

Action

- 4.4.2.1 Adopt a policy which states that there will be no net loss of public open space throughout the City without adequate replacement within its recognised catchment, and a maintenance funding stream for a minimum of five years has been secured.
- 4.4.2.2 Develop a consistent and transparent policy for assessing proposals for disposing of, acquiring or changing the use of public open space which builds upon previous research.

4.4.3 Expansion of Public Open Space Provision

Strategy

Explore ways to address lack of public open space in the areas of Bentley and St James.

Actions

- 4.4.3.1 Address public open space deficits in the St James area or neighbouring suburbs.
- 4.4.3.2 Provide sufficient public open space infrastructure in Bentley by 2021 given that 1,600 dwellings are proposed to be constructed in the suburb.

4.5 Environment Management and Biodiversity

The objective for the environment is to protect and enhance the natural environment within the City. More detail in relation to the City’s approach to Environment Management and Biodiversity can be viewed in the Environment Management Strategy 2014 (EMS) and draft Biodiversity Strategy 2017.

4.5.1 Ecological Linkages

Strategy

Increase the opportunity for fauna to move freely through different habitats.

Actions

- 4.5.1.1 Incorporate mapping of Areas of Priority Conservation Action and ecological linkages.
- 4.5.1.2 Explore the incorporation of ecological linkages into the local planning framework, to facilitate vegetation retention and connectivity between fauna habitats within the regional and local ecological linkages in the City.

4.5.2 Development and the Natural Environment

Strategy

Ensure that development provides minimal impact to the natural environment through protection and built form sustainability.

Actions

- 4.5.2.1 Amend general development control provisions to define requirements for landscaping using suitable local species, requirements for fauna friendly kerbing and requirements for revegetation where native vegetation clearing is unavoidable to facilitate permitted development.
- 4.5.2.2 Use relevant Geographical Information System environmental information including protected species, remnant vegetation and tree mapping to advise on development applications and stages for underground power.
- 4.5.2.3 Consider the opportunity to require improved energy performance in public and private buildings (in addition to Building Code of Australia requirements).
- 4.5.2.4 Apply the State Planning Policy 3.7 Planning in Bushfire Prone Areas Conservation and Protection.

4.5.3 Conservation and Protection

Strategy

Increase the protection status of significant biodiversity and resilience of natural areas in the City.

Actions

- 4.5.3.1 Introduce new local reserve classification, Environmental Conservation, into the local planning scheme and apply it to high conservation value local reserves.
- 4.5.3.2 Amend the purpose of selected reserves to include ‘conservation’ as defined under the Land Administrative Act 1997 provisions.
- 4.5.3.3 Develop mechanisms to guide tree and vegetation retention/protection including ecological links while facilitating future development

4.6 Water Management

The objective for water management is to protect the vital water resource in the face of a changing climate and future growth. More detail in relation to the City's approach to water management can be viewed in the Water Management Strategy 2014 (WMS).

4.6.1 Water Resources and Development

Strategy

Reduce overall water use in development and improve amenity of water infrastructure.

Actions

- 4.6.1.1 Develop water sensitive urban design guidelines for development considering:
- Land use type (industrial, residential, commercial, rural).
 - Scale of development (street, lot).
 - Opportunities for greywater recycling.
 - Environmental conditions (site objectives).

4.6.2 Stormwater Management

Strategy

Ensure that the City's drainage system can support the City's growth and the changing climate into the future.

Action

- 4.6.2.1 Complete catchment based stormwater management plans to identify and manage constrained areas including an assessment of the capacity of the City's drainage system (including Water Corporation drains) to cater for the level of growth (development) proposed in the spatial planning framework for Perth and Peel.

4.7 Infrastructure

Strategy

Ensure that the infrastructure including utilities is sufficient to meet community needs.

Action

- 4.7.1.1 Work with utilities providers to ensure that infrastructure services (water and energy) can accommodate the increase in population and changes in urban growth and intensification.

4.8 Community Facilities

The City has developed a Community Development Strategy 2015 and has undertaken a Community Services and Facilities Audit 2015. With the current and projected future demographic, the audit revealed that generally the City is well provided for with regards to facility type, quantity and distribution. However, the City will continue to monitor and plan for future community facility needs.

Strategy

Provide responsive planning to allow for the development of facilities to meet community needs.

Action

- 4.8.1.1 Provide a social infrastructure framework that allows for the development of appropriate community facilities to service the changing demographics of the community.

4.9 Heritage

The objective for heritage is to protect buildings, objects and places of heritage significance. More detail in relation to the City's approach to heritage can be viewed in the Heritage Strategy 2015.

Strategy

Embed heritage in planning and procedures to ensure the protection and conservation of the City's heritage places.

Actions

- 4.9.1.1 Identify those places in the Municipal Heritage Inventory, and other nominated places, which should be protected through the provisions of the City's Local Planning Scheme.
- 4.9.1.2 Develop a policy to guide the development, including alterations and additions, of heritage-listed properties. Until a policy has been prepared, assess any proposals for demolition, alterations, additions and subdivision in accordance with State Planning Policy 3.5 Historic Heritage Conservation.
- 4.9.1.3 Update the definitions and heritage provisions of the Scheme to align with the model provisions.

5 Implementation

Upon completion of the Local Planning Strategy:

- Formally initiate the review process for the Scheme.
- Review relevant local planning policies.
- Finalise the new Local Planning Scheme.

In the transitional period prior to the finalisation of the new Local Planning Scheme, some amendments to the current Scheme may be necessary to implement more contemporary planning in a more responsive manner.

6 Monitoring and Review

State Government requires that a comprehensive review of the LPS should be undertaken at least every five years in conjunction with the scheme review. It is recommended that background information be updated on a more frequent basis in response to the availability of information or changes which may not have been foreseen at the time of formulating the original strategy (Department of Planning, March 2010).

The LPS may have minor periodic reviews prior to a comprehensive one, to ensure that it responds to future changes in state and regional policy as well as changing local circumstances.



Part Two/

7 Introduction

A Local Planning Strategy is a strategic planning document which provides long term guidance and direction for growth and development.

The City of Canning's Local Planning Strategy (LPS) forms part of the City's Integrated Planning and Reporting Framework. The strategy sets out key directions and actions to manage future population growth and change. It has a broad framework which will help the City to achieve its' planning objectives through coordinated, sustainable development.

The LPS is aligned to, and must be read in conjunction with, the Local Planning Scheme, a planning document with stipulated policies and provisions for zoning, development and protection of land.

It is also underpinned by the City's Strategic Community Plan and Corporate Business Plan, which provide logical, evidence-based rationale for future land use management.

The Local Planning Manual (Department of Planning, March 2010) defines the purpose of the Local Planning Strategy as:

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

The City's Local Planning Strategy was informed by sub strategies which supply comprehensive details and analysis of key areas not limited to planning matters. These key areas were:

- Water Management Strategy (Adopted February 2014);
- Environment Management Strategy (Adopted April 2014);
- Local Housing Strategy (Adopted October 2014);
- Community Development Strategy (Adopted March 2015);
- Public Open Space Strategy (Adopted June 2015);
- Integrated Transport Strategy (Adopted August 2015);
- Local Commercial and Activity Centres Strategy (Adopted October 2015);
- Heritage Strategy (Adopted May 2015);
- Cycling and Walking Plan 2017;
- Draft Local Biodiversity Strategy; and
- Draft Climate Change Action Plan.

The scope of several these strategies includes wider strategic guidance for use by other City business units, so some content will have no bearing on land use planning.

Figure 2: Local Planning Framework



8 Community Engagement

Community input plays an essential role in the development of the Local Planning Strategy. Views and aspirations expressed by the community and stakeholders are taken into consideration and used to help determine the future strategic direction. The City's Local Planning Strategy has been informed by three comprehensive community engagement exercises.

Stage 1 – Throughout 2012, extensive community engagement was carried out across the City to develop a Strategic Community Plan (SCP) (adopted in January 2013). The information gleaned from 4,000 responses and more than 1,600 people in 2013 and through its major review with 1784 responses and 878 people 2017, was used to inform the Local Planning Strategy.

Stage 2 – Each of the sub strategies went through individual engagement processes with stakeholder workshops in the development of the strategy, and advertising and comments invited for each of the draft documents. The Housing Strategy went through a more comprehensive process as it forms a large part of the Local Planning Strategy. For the Housing Strategy, community drop in events were undertaken. The events were held at three (3) different locations throughout the City to ensure accessibility and the opportunity to address area specific details. These sub strategies have, in turn, informed the Local Planning Strategy.

Stage 3 – The community had another opportunity to provide further feedback with the advertising of the draft Local Planning Strategy March/April 2017. Submissions received during the public comment period were considered as part of the final Strategy.

9 State and Regional Planning Context

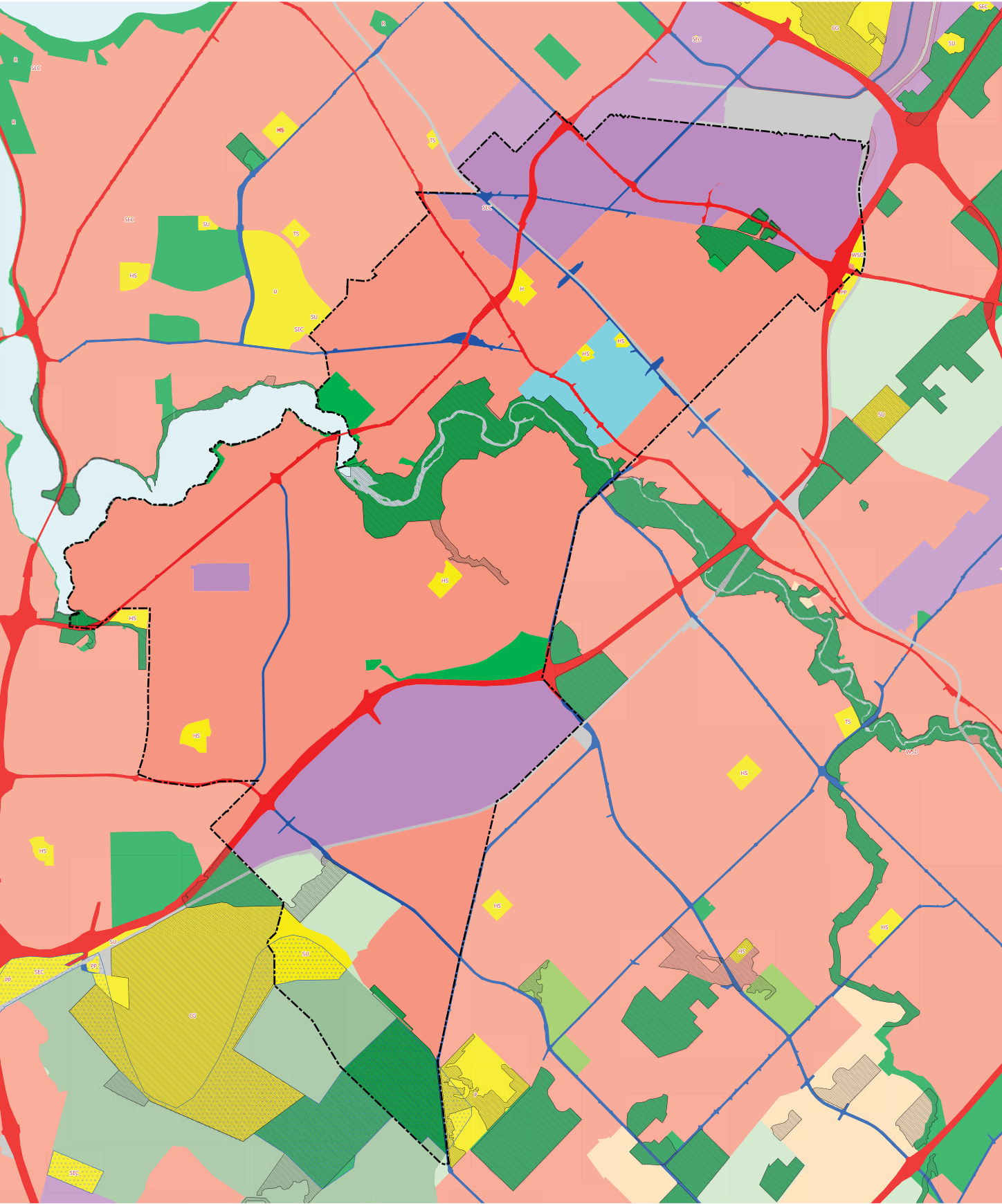
9.1 State Planning Context

The Metropolitan Region Scheme (WAPC)

The Metropolitan Region Scheme (MRS) covers the Perth Metropolitan area and defines the future use of land, broad zones and reservations. It requires local government local planning schemes to provide detailed plans for their part of the region. These schemes must be consistent with the MRS.



Figure 3: Metropolitan Region Scheme



LEGEND

RESERVES

Parks and Recreation

Restricted Public Access

Railways

Port Installations

State Forests

Civic and Cultural

Waterways

Primary Regional Roads

Other Regional Roads

Public Purposes

Urban

Urban Deferred

Central City Area

Industrial

Special Industrial

Rural

Rural - Water Protection

Private Recreation

NOTICE OF DELEGATION

Bush Forever Area

Water Catchments

Environmental Conditions

OTHER

City of Canning Boundary

INFORMATION

Scale:

1:50000 (A3)

SRS:

EPSC:28350 (GDA94 / MGA Zone 50)

Sources:

Metropolitan Region Scheme supplied by Department of Planning.

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State Planning Strategy 2050 (WAPC)

The [State Planning Strategy 2050 \(SPS\)](#) is the highest level planning document in the Western Australian planning framework hierarchy. Launched in June 2014, the SPS provides the strategic context for planning and development decisions throughout Western Australia. Based on a framework of planning principles, strategic goals and directions, the SPS is designed to respond to the challenges and opportunities that are drivers of change at present and into the future of land-use planning and development of Western Australia.

The SPS provides guidance to:

- Local community plans, growth plans and local planning schemes and strategies.
- Project approvals through the Government of Western Australia’s Lead Agency Framework.
- Planning for the coordination of physical and community infrastructure.
- Region scheme amendments, regional planning and infrastructure frameworks, regional investments and service delivery programs.
- Investment proposals into areas and sectors of the State most likely to generate a return in the public interest.

While the SPS does not detail a specific land use plan for the Perth metropolitan region, it recognises its’ significance as the primary urban settlement in Western Australia and acknowledges its’ status as the centre of financial, administration and social services. Interrelated State planning principles which underpin and inform the SPS include enabling diverse, affordable, accessible and safe communities; conserving the State’s natural assets through sustainable development and ensuring that infrastructure supports development. The SPS refers to the sprawling nature of the Perth, Peel and Greater Bunbury regions, pointing out the need to optimise higher density housing and infill where appropriate.

To facilitate change at the local level, the SPS relies on, links to and builds upon other strategic settings put in place by the WAPC.

Directions 2031 and Beyond, and Delivering Directions 2031 Report Cards (WAPC)

[Directions 2031 and Beyond](#) (D2031) is the highest land use planning document that guides planning policy for the Perth and Peel regions specifically, and sits under the SPS in the planning framework hierarchy. Its aim is to accommodate and manage population growth through planning requirements for the delivery of housing, infrastructure and services to accommodate the growing population. This includes an anticipated 47% target for infill development across existing urban and suburban areas, and thus a general increase in average densities in targeted redevelopment areas.

The document identifies Specialised Activity Centres, Strategic Metropolitan Centres and District Centres where employment needs, services, amenities and infrastructure are a focus.

An urban expansion management program has established recommended density targets around these centres, directed at creating a more equitable distribution of jobs and amenity throughout the Metropolitan area, supported by an integrated system of public and private transport. (Note: Specific areas targeted for increased density in the City can be found under Economy and Employment.)

D2031, along with the Draft Central Metropolitan Perth Sub-Regional Strategy, provides the strategic direction for urban development throughout the Perth and Peel region. The initial target for the City of Canning was 9,000 additional dwellings by 2031. Since 2010, when D2031 came into being, parallel population growth studies, along with annual reporting on D2031, have brought changes to individual local government dwelling targets. The target for the City is currently 11,440 additional dwellings by 2031, as identified by the Delivering Directions 2031 Annual Report Card 2012 and Report Card 2013.

But the Report Card 2013 has also set dwelling targets beyond 2031, to accommodate a city of 3.5 million people – as forecast in Western Australia Tomorrow. The City has been given a target of 15,620 additional dwellings to accommodate 3.5 million people across the Perth region (inclusive of the 11,440 additional dwelling target under D2031).

The Report Card 2014 does not include any dwelling targets to 2031 or beyond, but rather features a target of 3,380 additional dwellings for the City between 2011 and 2015.

The City can deliver a significantly greater number of additional dwellings into the future, considering the forecast yields of the Canning City Centre Activity Centre Plan, Queens Park Local Structure Plan, and Bentley Regeneration Project Local Structure Plan, as well as the extensive activity corridors which pass through the City and further intensification areas identified in the Local Housing Strategy.

Draft Central Metropolitan Perth Sub-Regional Strategy (WAPC)

The Draft [Central Metropolitan Perth Sub-Regional Strategy](#) (CMPSRS) identifies eight strategic priorities to deliver the outcomes of D2031. The strategic priorities are based on the strategic themes and objectives of D2031.

The CMPSRS also specifies the individual dwelling and employment targets for each local government within the Central Sub-Region. These targets have been updated in successive Delivering Directions 2031 Report Cards.

It looks at ways to promote and increase housing diversity, adaptability, affordability and choice, support economic growth, protect the natural environment and encourage transit-oriented development, particularly along urban corridors.

Draft Perth and Peel@3.5million Suite of Documents (WAPC)

The Draft Perth and Peel@3.5million suite of documents was released for public consultation by the Western Australian Planning Commission in May 2015, and comprises a Report and four Draft Sub-regional Planning Frameworks, similar to D2031. The Draft Perth and Peel@3.5million suite of documents uses the Western Australia Tomorrow population growth forecasts, accommodating a City of 3.5 million people by 2050, to inform the spatial development of the Perth and Peel region.

The Draft Perth and Peel@3.5million suite of documents is intended to:

- Identify the future locations of dwellings and employment.
- Outline the protection of environmental assets.
- Investigate the best ways to utilise existing and future infrastructure.
- Delineate appropriate areas for greater residential infill throughout the Perth and Peel region.

Once finalised and adopted, the Draft Perth and Peel@3.5million suite of documents will comprise the formal spatial plan for the Perth and Peel region, and the four Sub-regional Planning Frameworks will become Sub-regional Structure Plans.

Local government will need to acknowledge the relevant Sub-regional Structure Plans within their integrated planning frameworks.

Draft Perth and Peel Green Growth Plan for 3.5 million (DPC)

The draft [Perth and Peel Green Growth Plan for 3.5 million](#) suite of documents was released for public consultation by the Department of the Premier and Cabinet in December 2015.

The draft Green Growth Plan is an approach to integrating environmental protection and land use planning and is based on the largest urban-based environmental assessment ever undertaken in Australia. The Green Growth Plan has two critical outcomes:

- Cutting red tape by securing upfront Commonwealth environmental approvals and streamlining State environmental approvals for the development required to support growth to 3.5 million people; and
- Protection of bushland, rivers, wildlife and wetlands through implementation of a comprehensive plan to protect our environment.

The key document in the suite of documents is the Conservation Plan which is supported by nine Action Plans:

- The avoidance, mitigation and rehabilitation requirements that will be implemented through the processes set out in Action Plans A to E; and
- The Conservation Framework, which includes the specific conservation and environmental commitments set out in Action Plans F and G and the Conservation Program set out in the Strategic Conservation Plan and Action Plan H

State Planning Policy 2 - Environmental and Natural Resources Policy

[State Planning Policy 2 - Environmental and Natural Resources Policy](#) (SPP2) gives guidance on the protection and management of the environment and natural resources of the State. It also guides the integration of social, environmental and economic factors in decision making.

The objectives of SPP2 are to:

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

Draft State Planning Policy 2.3 - Jandakot Groundwater Protection

[Draft State Planning Policy 2.3 - Jandakot Groundwater Protection](#) (SPP2.3) ensures development over the Jandakot public groundwater supply mound is compatible with the long-term use of the groundwater for human consumption. SPP2.3 ensures that land use changes within the policy area that are likely to cause detrimental effects to the groundwater are brought under planning control and prevented or managed. The policy area and the mound it protects are in the suburb of Canning Vale.

The main objectives of SPP 2.3 are to:

- Ensure that all changes to land use within the policy area are compatible with the long-term protection and maintenance of groundwater for public water supply and maintenance of associated ecosystems;
- Protect groundwater quality and quantity in the policy area in order to maintain the ecological integrity of important wetlands hydraulically connected to that groundwater including wetlands outside the policy area;
- Prevent, minimise and manage in defined locations land uses likely to result in contamination of groundwater; and
- Maintain or increase natural vegetation cover over the policy area.

Bush Forever and State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region

Bush Forever, released by the Government of Western Australia in 2000, is a policy and implementation framework which deals with bushland protection and management issues in the Perth metropolitan region. Intended to be integrated with broader land use planning and decision making, Bush Forever identifies areas of vegetation within the Perth metropolitan region that are considered to have regional environmental significance.

Bush Forever, which is implemented through [State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region](#) (SPP2.8), secures long term protection of biodiversity and associated environmental values. SPP2.8 recognises the protection and management of significant bushland areas as a fundamental consideration of the planning process, while seeking to integrate and balance wider environmental, social and economic factors.

State Planning Policy 2.9 – Water Resources

[State Planning Policy 2.9 – Water Resources](#) (SPP2.9) is directly related to the overarching sector policy State Planning Policy 2 Environment and Natural Resources, and provides clarification and additional guidance to planning decision-makers for consideration of water resources in land use planning strategies.

The objectives of SPP2.9 are to:

- Protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values;
- Assist in ensuring the availability of suitable water resources to maintain essential requirements for human and all other biological life with attention to maintaining or improving the quality and quantity of water resources; and
- Promote and assist in the management and sustainable use of water resources.

State Planning Policy 2.10 - Swan-Canning River System

[State Planning Policy 2.10 - Swan-Canning River System](#) (SPP2.10) contains a vision statement for the future of the Swan-Canning river system, provides guiding principles for future land use and development along the river system and sets performance criteria and objectives for specific precincts. The City contains a large proportion of the Canning River system.

The objectives of SPP 2.10 are to:

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

Statement of Planning Policy 3 – Urban Growth and Settlement

Statement of Planning Policy 3 – Urban Growth and Settlement (SPP3) provides a guide for the development of existing and future urban areas, with a specific focus on urban sustainability, residential density and land use mix. SPP3 encourages residential density and service provision in areas where residential intensity can enhance the effectiveness and efficiency of public transport infrastructure and service provision in transit oriented development (TOD) precincts.

SPP3 highlights the importance of managing growth of the Perth metropolitan region, and in a large part, this will be undertaken by urban consolidation and infill in established inner areas of the region. SPP3 cites the principles of Liveable Neighbourhoods to explain how the growth of metropolitan Perth can be managed in a way which maintains neighbourhood amenity and a sense of place. SPP3 also states that a positive planning framework should be established by local governments to facilitate this style of development.

State Planning Policy 3.1 – Residential Design Codes

[State Planning Policy 3.1 – Residential Design Codes](#) (R-Codes) provide standard controls for residential development across Western Australia. The R-Codes also aim to encourage amenable and sustainable built outcomes, and provide a level of certainty to the development industry, landowners and community on the extent and nature of residential development across all local government areas.

Local governments are responsible for the administration of the R-Codes with respect to development assessment and can add or alter the standards for the development of housing to achieve preferred outcomes, such as building height, parking and sustainability. This may be done through Local Planning Policies and Local Development Plans.

State Planning Policy 3.5 - Historic Heritage Conservation

[State Planning Policy 3.5 - Historic Heritage Conservation](#) (SPP3.5) applies to historic cultural heritage including heritage areas, buildings and structures, historic cemeteries and gardens, man-made landscapes and historic or archaeological sites with or without built features, at both a state and local level.

The objectives of SPP3.5 are:

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

The City will have due regard to heritage places and areas in the Local Planning Scheme and Local Planning Policies, with specific reference to the State Heritage List, the City’s Heritage List and Municipal Inventory.

State Planning Policy 3.6 – Development Contributions for Infrastructure

[State Planning Policy 3.6 – Development Contributions for Infrastructure](#) (SPP3.6) sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas. SPP3.6 provides guidance for infill redevelopment where significant changes in the type or intensity of land use may require new infrastructure and facilities.

State Planning Policy 3.7 - Planning in Bushfire Prone Areas

[State Planning Policy 3.7 - Planning in Bushfire Prone Areas](#) (SPP3.7) provides the foundation for land use planning to address bushfire risk management. It applies to all higher order strategic planning documents and proposals, subdivision and development applications located in designated bushfire prone areas.

It also applies where an area is not yet designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard, as outlined in the Guidelines for Planning in Bushfire Prone Areas (WAPC 2015).

State Planning Policy 4.1 - State Industrial Buffer Policy

[State Planning Policy 4.1 - State Industrial Buffer Policy](#) (SPP4.1) provides a consistent statewide approach for the protection and long-term security of industrial zones, transport terminals (including ports) other utilities and special uses. It will also provide for the safety and amenity of surrounding land uses while having regard to the rights of landowners who may be affected by residual emissions and risk.

The SPP4.1 establishes objectives and principles and how the principles should be applied to define and secure buffer areas and who should pay for them. For the City of Canning the key areas of industrial land use are Canning Vale and Welshpool.

State Planning Policy 4.2 – Activity Centres for Perth and Peel

[State Planning Policy 4.2 – Activity Centres for Perth and Peel](#) (SPP4.2) complements D2031 to guide local planning strategies and structure plans, as well as development control. SPP4.2 identifies target outcomes within predetermined areas surrounding activity centres, including land use mix, typical services and desirable residential densities. SPP4.2 also recommends the use of planning controls to regulate built form and car parking, to achieve the best outcome for amenity and walkability.

SPP 4.2 recommended residential densities:

- a residential density target of 25 dwellings per gross hectare should be achieved within 200 metres of local and neighbourhood centres;
- a residential density target of 30 dwellings per gross hectare should be achieved within 400 metres of district centres; and
- a residential density target of 45 dwellings per gross hectare should be achieved within 800 metres of the strategic metropolitan centre.

The City has a Strategic Metropolitan Centre in Cannington, four district centres and 25 local and neighbourhood centres and no secondary centres.

State Planning Policy 5.1 - Land Use Planning in the Vicinity of Perth Airport

State Planning Policy 5.1 - Land Use Planning in the Vicinity of Perth Airport (SPP5.1) objectives are to:

- Protect Perth Airport from unreasonable encroachment by incompatible (noise-sensitive) development, to provide for its ongoing development and operation; and
- Minimise the impact of airport operations on existing and future communities with reference to aircraft noise.
- To ensure the compliance with SPP5.1 , the Local Planning Scheme has a Special Control Area (SCA1) which conforms to the area defined by the 20 ANEF Noise Contour of SPP5.1 In addition to the SPP5.1 objectives, SCA1 seeks:

To provide for appropriately designed and constructed development of low to medium density residential uses within suitable locations within the Special Control Area; and

- To minimise the impact of aircraft noise on existing and future communities within the Special Control Area.

State Planning Policy 5.2 - Telecommunications Infrastructure

[State Planning Policy 5.2 - Telecommunications Infrastructure](#) (SPP5.2) aims to balance the need for effective telecommunications services and effective roll-out of networks, with the community interest in protecting the visual character of local areas. The policy intends to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure.

The City shall have due regard to SPP 5.2 in the preparation of a Local Planning Scheme, to facilitate best practice in the preparation, assessment and determination of applications for planning approval of telecommunications infrastructure.

State Planning Policy 5.3 - Land Use Planning in the Vicinity of Jandakot Airport

[State Planning Policy 5.3 - Land Use Planning in the Vicinity of Jandakot Airport](#) (SPP5.3) objectives are to:

- Protect Jandakot Airport from encroachment by incompatible land use and development so as to provide for its ongoing, safe, and efficient operation; and
- Minimise the impact of airport operations on existing and future communities, with reference to aircraft noise.

To ensure the compliance with SPP5.3, the Local Planning Scheme has a Special Control Area (SCA2) which conforms to the area defined by the 25 ANEF Noise Contour of SPP5.3 In addition to the SPP53 objectives, SCA2 seeks:

- To provide for appropriately designed and constructed development of low to medium density residential uses within suitable locations within the Special Control Area; and
- To minimise the impact of aircraft noise on existing and future communities within the Special Control Area.

State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning

[State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning](#) (SPP5.4) aims to promote a system in which sustainable land use and transport are mutually compatible. It seeks to minimise the adverse impact of transport noise, without placing unreasonable restrictions on noise-sensitive residential development, or adding unduly to the cost of transport infrastructure.

The objectives of SPP5.4 are to:

- Minimise new noise-sensitive development in the vicinity of existing or future major transport corridors or freight handling facilities;
- Minimise new major road or rail infrastructure projects, including major redevelopments, in the vicinity of existing or future noise-sensitive land uses; and the location of freight handling facilities.

The City will need to ensure that any development nearby major transport corridors is undertaken within the context of SPP 5.4 policy objectives.

Draft State Planning Policy 7 - Design of the Built Environment

[Draft State Planning Policy 7 - Design of the Built Environment](#) (SPP7) addresses the design quality of the built environment across all planning and development types, to deliver broad economic, environmental, social and cultural benefit. It is also intended to improve the consistency and rigour of design review and assessment processes across the State.

The objectives of the SPP 7 are to:

- Provide a rigorous and consistent process for considering design quality within the planning, design development and construction industries;
- Provide good design outcomes that meet government and community expectations through a coordinated strategy of design quality mechanisms:
 - Design Principles – Performance-based approach to policy.
 - Design Review – Skilled evaluation expertise.
 - Design Skills – Skilled design expertise.
- Provide consistency across jurisdictions and provide an appropriate framework for local and regional settings / variations; and
- Provide timely and efficient assessment of applications for planning and development where this policy applies through a scalable design review process.

Development Control Policy 1.5 – Bicycle Planning

[Development Control Policy 1.5 – Bicycle Planning](#) (DC1.5) sets out policy objectives and measures to achieve greater consideration of cyclists' needs and to promote an understanding of cyclists' requirements by planners, developers, State and local government. The principles of DC1.5 are to:

- Ensure that the needs of cyclists are recognised and provided for by planning and road construction authorities;
- Encourage more work, school and shopping trips to be made by bicycle through the provision of greater (and improved) cycling facilities;
- Increase the general awareness of the benefits of cycling; and
- Ensure adequate consideration is given to the provision of cycling facilities in planning studies and through the implementation of statutory planning controls.

DC1.5 states that the aim of bicycle planning is to provide for the safe and convenient movement of cyclists. It seeks to increase mobility for people without access to a car and to encourage a transfer of journeys from private cars to bicycles.

Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

[Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development](#) (DC1.6) encourages and guides the development and ongoing success of public transport infrastructure through appropriate residential densities and land uses within and around Transit Orientated Development (TOD) precincts. DC1.6 focuses on the effectiveness of appropriate mass to activate and stimulate the growth of public transport infrastructure, as well as services located within the TOD precinct which will benefit from human presence and activity. DC1.6 recommends a residential density of a minimum of 25 dwellings per hectare should be achieved within the walkable catchments of rail stations, bus interchanges and high frequency bus routes.

A strong TOD outcome will require making sure walking distances are acceptable to optimise use of land within these precincts and to encourage use of public transport. DC1.6 defines the 'threshold' for walking to transit infrastructure and services as:

- about 10-15 minutes walking time, or an 800 metre distance, for rail stations, transit interchanges or major bus transfer stations or terminals; and
- about 5-7 minutes walking time, or 400 metres, for bus stops located on bus routes with multiple bus services that are high frequency of 15 minutes or less during peak periods.

Development Control Policy 2.3 – Public Open Space in Residential Areas

[Development Control Policy 2.3 – Public Open Space in Residential Areas](#) (DC2.3) sets out the requirements of the WAPC for public open space (POS) and land for community facilities in residential areas. DC2.3 requires every locality to provide suitable POS for use by people living and/or working there, based on the premise that the reasonable distribution of land for active and passive recreation contributes to the quality of life in urban areas. Reasonable distribution can be achieved through providing larger areas for active recreation and smaller areas for passive recreation within residential areas, but every case is treated on its merits.

Liveable Neighbourhoods (WAPC)

[Liveable Neighbourhoods](#) is a WAPC operational policy that guides the structure planning and subdivision for greenfield and large brownfield (urban infill) sites.

Liveable Neighbourhoods offers an alternative approach to conventionally planned development and encourages innovative, responsive and sustainable neighbourhoods that support employment opportunities and community development. Element 7 – Activity Centres and Employment complements D2031 and the various State Planning Policies in emphasising the importance of well-designed and diverse activity centres in providing accommodation, social and commercial opportunities for Perth's growing population.

Element 7 specifically focuses on the built form and urban design aspects of activity centres, and provides a guide as to how a successful activity centre should be developed. Element 7 also explains effective land use mix and density to ensure activity centres are efficiently and effectively developed and maximised.

In 2015 a review was conducted to identify major interpretation, inconsistency and implementation issues between Liveable Neighbourhoods and existing WAPC policies. The revised document is still in draft.

Affordable Housing Strategy 2010 – 2020: Opening Doors to Affordable Housing (Department of Housing)

The [Affordable Housing Strategy 2010 – 2020: Opening Doors to Affordable Housing](#) (Affordable Housing Strategy) offers a 10 year plan to address the lack of affordable housing opportunities for low-to-moderate income earners in Western Australia. The Affordable Housing Strategy set a target of 20,000 additional affordable homes by 2020 and placed a minimum 15% affordable housing quota on all government land and housing developments for low-to-moderate income households.

The target of 20,000 affordable homes was achieved in July 2015. As a result, the Government of Western Australia has extended this target from 20,000 to 30,000 affordable homes by 2020.

Supporting the Affordable Housing Strategy goal to provide "AAA" housing for those on low to moderate incomes (i.e. where accommodation is available, affordable and appropriate) are initiatives to encourage greater private investment in affordable housing options and to pursue key planning reform.

Planning Provisions for Affordable Housing Discussion Paper (Department of Planning)

The [Planning Provisions for Affordable Housing Discussion Paper](#) (Affordable Housing Discussion Paper) has been prepared by the Department of Planning to further articulate and explore ways to deliver affordable housing as an outcome of the Department of Housing's Affordable Housing Strategy. As the next step in the affordable housing delivery process, the Affordable Housing Discussion Paper discusses four process options, varying from a business-as-usual approach, to residential development, to mandatory affordable housing requirements.

Comment was sought on the Affordable Housing Discussion Paper at the end of 2013. In November 2014 the Western Australian Planning Commission announced that changes will be made to the planning framework to address the need for affordable housing into the future. The preferred direction is to allow local governments to introduce voluntary incentives into their town planning schemes to encourage affordable housing units in new developments. Future policy measures may be investigated based on the success of affordable housing incentives.

Western Australian State Sustainability Strategy (Government of Western Australia)

The [State Sustainability Strategy](#), "Hope for the Future" released in September 2003, was designed to advance the sustainability agenda throughout Western Australia. The Strategy contains a vision, principles, goals and concepts, and presents global and local views and trends on sustainability, all intended to enhance awareness, understanding and promote increased involvement with sustainability directions and initiatives.

Based on a Sustainability Framework of eleven sustainability principles, six visions for Western Australia and six goals for government, the strategy underpins the Western Australian Government's commitment to use sustainability as an integrated, whole of government approach to meet the needs of current and future generations. In addition to integrating the environmental, social and economic dimensions of sustainability into decision-making, it proposes new principles, approaches and actions to help Western Australia to achieve a more sustainable future.

The transition to a sustainable future is a long-term agenda that requires re-thinking the way we live, use resources, govern and do business. The State Sustainability Strategy challenges Western Australia to consider new ideas and to be innovative about the opportunities that are presented.

Perth Metropolitan Transport Strategy 1995-2029 (Department of Transport)

The Perth Metropolitan Transport Strategy 1995-2029 (PMTS) proposes directions for moving from a transport system dominated by low occupancy car use to a more balanced transport system, in which public transport and non-motorised transport options are feasible for many trips. The PMTS will ensure Perth's transport system will be economically and environmentally sustainable.

The main elements of the PMTS recognise that:

- Cars will remain the dominant form of urban passenger transport in metropolitan Perth for the foreseeable future;
- Increasing car dominance is undesirable;
- Technological changes alone cannot resolve problems created by increasing car use;
- Public transport, cycling and walking provide many social benefits including road use efficiency, community safety and local area economic development;
- Higher car occupancy can significantly improve transport efficiency;
- The volume of service traffic and freight transport will continue to grow;
- Gateways to the urban region, including national and state highways, seaports, and air ports, are critical to Perth's well-being; and
- A package of coordinated measures will be required to ensure residents and businesses in Perth continue to enjoy high levels of mobility and access

Draft Public Transport Plan for Perth in 2031 (Department of Transport)

The Draft [Public Transport Plan for Perth in 2031](#) (Public Transport Plan) outlines the future public transport network within the Perth metropolitan region, by 2031. The Public Transport Plan focuses on two broad aspects of the transport network; increasing the existing network capacity and expanding the network. A new rapid transit system is identified for Perth, envisaged to connect into the existing and future rail and bus network. The Public Transport Plan also stresses the importance of public transport connectivity in areas of genuine development potential.

Draft Perth Transport Plan for 3.5 million and beyond (Department of Transport)

The State Government's Transport @ 3.5 Million sets the vision for a generational change to Perth's transport that will optimise use of the existing network and as it grows. The objectives of the Perth Transport Plan are to:

- Integrate with land use and across the public transport, active transport and road networks;
- Deliver high frequency, ‘rapid transit connected with effective public transport feeder services; and
- Provide a safe, connected active transport and maintain a free-flowing freeway and arterial road network for the efficient distribution of people and freight.

METRONET (Public Transport Authority)

[METRONET](#) provides long term direction to connect suburbs, reduce road congestion and meet Perth’s future planning needs. The Thornlie Line Extension and new stations at Nicholson Road and Ranford Road in Canning Vale will have implications for the City of Canning. Further detailed planning will be undertaken as part of the METRONET Stage 1 Project.

Moving People Network Plan (Department of Transport)

The Department of Transport is currently developing a Moving People Network Plan (MPNP) for Perth and Peel, which will provide a comprehensive plan for the movement of people around the metropolitan area. The MPNP is expected to promote the TransPriority (more commonly known as SmartRoads) process. The planning stage of the process has involved TransPriority mapping for each local government area; this was prepared by the Department of Transport in consultation with the relevant authorities through workshops in late 2011. Each map identifies, at a strategic level, the transport modes likely to be prioritised along different corridors and reflects local priorities and aspirations in relation to future development.

Draft Western Australia Bicycle Network Plan 2014-2021 (Department of Transport)

The [Western Australia Bicycle Network Plan 2014-2021](#) (WABN) has been developed to respond to the significant growth in the number of Perth people cycling to work or for leisure and thus the increasing demand for cycle paths and facilities. The network plan is a blueprint for delivery of cycling infrastructure to meet a growing demand for convenient, safe cycling routes and end-of-trip facilities. It will align with current State Government urban planning policy and directions.

The objectives of the WABN are to:

- Provide a coordinated approach to implement a high-quality and connected bicycle network;
- Plan for maintaining and safeguarding the existing and future bicycle network;
- Integrate network development in planning strategies with other developments, projects and programs;
- Guide professionals implementing the WABN;
- Encourage and promote cycling as a legitimate mode of transport; and
- Encourage a whole-of-government approach to cycling.

The WABN includes several proposed new initiatives which have been developed from feedback received during the review of the 1996 Perth Bicycle Network Plan. Key initiatives include a connecting schools program, a connecting rail/bus stations program and a feasibility study to investigate the provision of a centrally located end-of-trip facility. The former two initiatives both target short trips and are aimed at improving the health of the community while also reducing congestion at locations which experience high levels of demand during peak hours.

River Protection Strategy for the Swan Canning Riverpark (Swan River Trust)

The Swan and Canning Rivers Management Act 2006 require the Swan River Trust to prepare and implement a River Protection Strategy for the Swan Canning Riverpark (River Protection Strategy). [The River Protection Strategy](#) provides a blueprint for managing the Swan Canning Riverpark and describes the responsibilities that more than 20 State Government agencies and 21 local governments must protect the Swan and Canning Rivers. The River Protection Strategy commits State and local government to protect and maintain the ecological values, community benefits and amenity of the Riverpark. The Swan River Trust is required to report biennially to the Minster for Environment on the extent to which ecological health, community benefit and amenity targets are being met, as well as reporting on the operation and effectiveness of the River Protection Strategy. Once adopted, the River Protection Strategy will be reviewed every five years to ensure its ongoing effectiveness.

Draft Environmental Assessment Guideline for Separation Distances between Industrial and Sensitive Land Uses (Environmental Protection Authority)

The Environmental Protection Authority (EPA) has released its Draft Environmental Assessment Guideline for Separation Distances between Industrial and Sensitive Land Uses (EAG) with the purpose to:

- provide advice on which land uses require separation, and recommend the appropriate separation distances;
- outline the EPA's expectations on the application of separation distances for schemes and scheme amendments in the environmental impact assessment process; and
- support strategic and statutory land use planning and development decisions by planning authorities where proposed land uses have the potential to adversely impact on human health and amenity.

This EAG relates to the EPA's environmental factors of human health and amenity which may be impacted by gaseous and particulate emissions, noise, dust and odour generated from industry. This applies in the City’s major industrial areas of Welshpool and Canning Vale.

Local Government Biodiversity Planning Guidelines for the Perth Metropolitan Region (WALGA)

The [Local Government Biodiversity Planning Guidelines for the Perth Metropolitan Region](#) (Biodiversity Planning Guidelines) provide guidance for local governments to better protect natural areas by preparing Local Biodiversity Strategies. The Biodiversity Planning Guidelines recommend that Town Planning Schemes include appropriate zonings and Scheme text to allow formal recognition and protection of locally significant natural areas. The Biodiversity Planning Guidelines outline a four-phase process for preparing and implementing a Local Biodiversity Strategy. The City has completed the first three phases of this process, including an ecological assessment of all natural areas. The final component, planning for the management of reserves and City-owned land to conserve biodiversity, is addressed through the Biodiversity Strategy (Draft) with some recommendations for a future Local Planning Scheme.

10 Local Planning Context

10.1 Local Planning Schemes

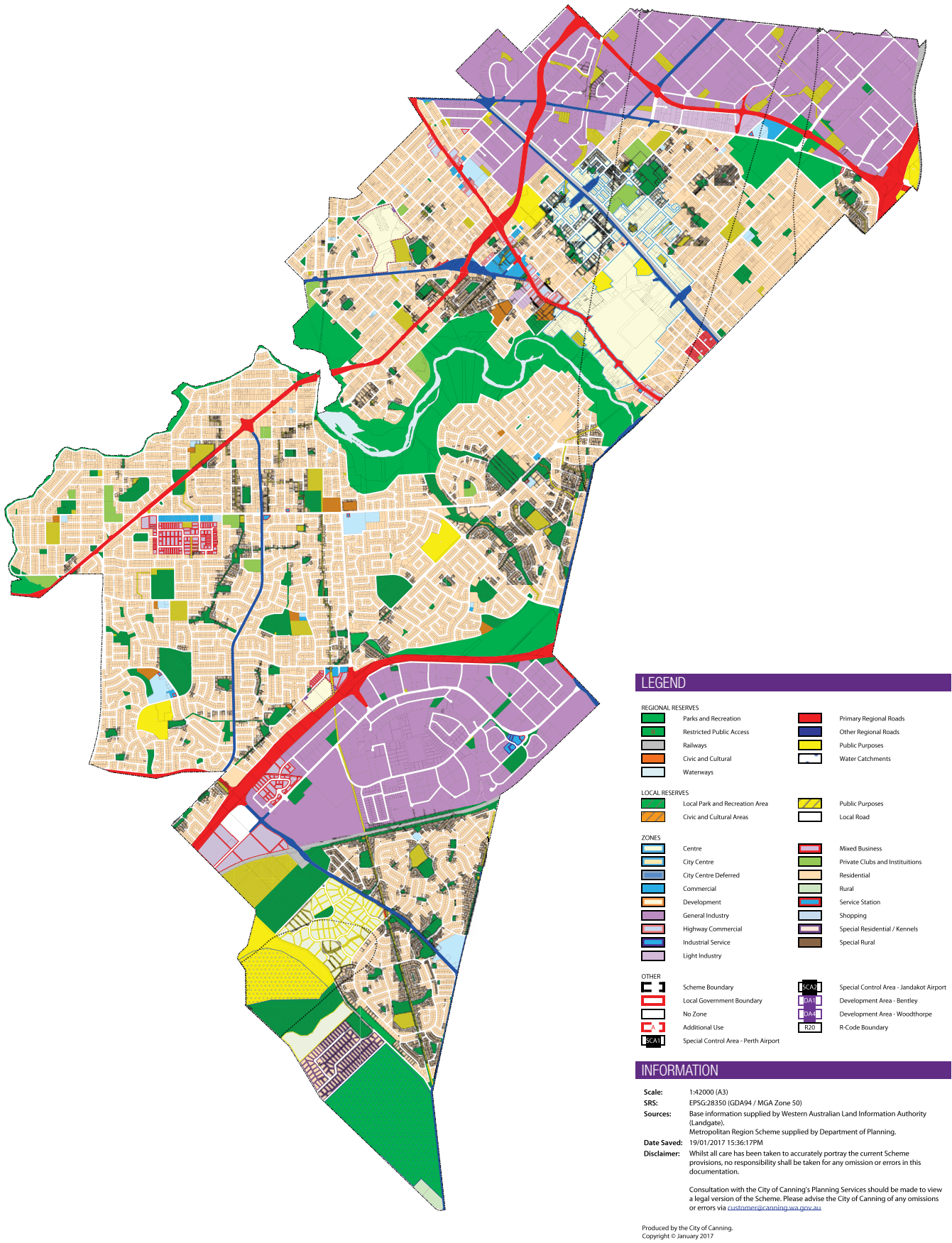
Town Planning Scheme No. 40

The City of Canning [Town Planning Scheme No. 40](#) (TPS40) is a district zoning scheme applicable to the entire Canning local government area. TPS40 was gazetted on 18 February 1994 and seeks to:

1. zone and classify land within the City to promote orderly and proper development of land.
2. secure the amenity, health and convenience of City of Canning residents.
3. set aside land for use as reserves for public purposes.
4. make provision for the conservation and enhancement of places of cultural heritage significance.
5. make provision of other matters incidental to town planning and land use.

TPS40 provides development standards, is the head of power for structure plans within the City and provides for the creation of local planning policies.

Figure 4: Town Planning Scheme No. 40



Town Planning Scheme No. 17A

[Town Planning Scheme No. 17A](#) – Cannington Lakes Guided Development Scheme (TPS17A) is a local guided development scheme gazetted on 20 March 1998. TPS17A applies to an area generally bound by Sevenoaks Street, Wharf Street, Radium Street, Mills Street, Centre Street and commercial properties along Albany Highway. The objectives of this guided scheme are to:

1. facilitate, co-ordinate and encourage the progressive and orderly subdivision and development of land within the TPS17A area.
2. encourage development of a mix of housing type and choice.
3. plan and make suitable provision for roads, ways and pedestrian access ways and Public Open Space in order to enhance the amenity and attractiveness of the TPS17A area.
4. require development within the TPS17A area to be carried out in a manner that ensures equitable sharing of infrastructure costs.
5. protect the rights of existing and future residents of the TPS17A area so far as it is reasonably possible.

TPS17A requires a 5% public open space contribution within the scheme area. In addition, this guided scheme limits specific properties to a lower density, while allowing others to develop at a higher density, sometimes subject to amalgamation and shared access.

Town Planning Scheme No. 21

[Town Planning Scheme No. 21](#) – Queens Park/East Cannington Guided Development Scheme (TPS21) is a local guided scheme Gazetted on 4 June 1982, and applicable to the suburbs of Queens Park and East Cannington. The objectives of this guided development scheme are to:

1. facilitate and encourage the progressive subdivision and development of land within the TPS21 area for residential and recreational purposes.
2. co-ordinate and control development in the TPS21 area.
3. plan and make provision for suitable new roads within the TPS21 area.
4. make provision for proper drainage of those parts of the TPS21 area which require drainage.
5. make provision for the creation of drainage reserves and easements.
6. make provision for land to be used for public open space and recreational purposes.
7. make provision for such other matters as are necessary or incidental to the implementation of TPS21.

TPS21 provides for a 5% public open space contribution, defines a proposed road network, location of public open space and requires the payment of scheme costs for specific properties to enable administration of TPS21 and provision of “scheme” roads.

TPS21 was substantially amended in 2010 to reduce the public open space contribution from 10% to 5%.

Town Planning Scheme No. 23

Town Planning Scheme No. 23 – Lynwood/Ferndale Guided Development Scheme (TPS23) is a local guided development scheme gazetted on 19 November 1971. TPS23 is applicable to Ferndale, Lynwood, Parkwood and part of Riverton. The objectives of TPS23 are to:

1. facilitate and encourage subdivision and development of land within the TPS23 area.
2. control the amount and the nature of multi-residential development within the TPS23 area.
3. make suitable provision for road and access ways within the TPS23 area.
4. provide proper drainage of those parts of the TPS23 area which require drainage.
5. make provision for the creation of drainage reserves and easements.
6. require the provision of sewerage facilities within the TPS23 area and ensure the provision of sewerage works and facilities outside the TPS23 area where these are necessary to the proper sewerage of the TPS23 area.
7. make provision for sewerage and drainage reserves and easements.
8. make provision for reserves and easements for electricity power mains and electricity sub-stations and for other public utility services.
9. ensure the provision of reticulated water to and throughout the TPS23 area.
10. make provision for Public Open Space within the TPS23 area.
11. make provision for other matters which are necessary or incidental to town planning or housing.

TPS23 provides for the construction of roads, sewer connection to all development and drainage infrastructure. TPS23 also sets a maximum population density of 32 people per acre within the scheme area and requires the provision of public open space, schools and commercial centres in specific locations indicated on the scheme map. If land does not have public open space proposed over it by TPS23, a 10% public open space financial contribution is required.

Town Planning Scheme No. 24

Town Planning Scheme No. 24 – Willetton Guided Development Scheme (TPS24) is a local guided development scheme applicable to the suburb of Willetton. TPS24 was gazetted on 27 June 1975 and has guided the subdivision and development of the Willetton area. The objectives of TPS24 are to:

1. facilitate and encourage the subdivision and development of land within the TPS24 area.
2. control the amount and the nature of multi-residential development within the TPS24 area.
3. make suitable provision for roads and access ways within the TPS24 area.
4. provide proper drainage of those parts of the TPS24 area which require drainage.
5. make provision for the creation of drainage reserves and easements.
6. require the provision of sewerage facilities within the TPS24 area and ensure the provision of sewerage works and facilities outside the TPS24 area where these are necessary for the proper sewerage of the TPS24 area.
7. make provision for sewerage reserves and easements.
8. make provision for reserves and easements for electric power mains and electric sub-stations and for other public utility services.
9. make provision for public open space within the TPS24 area.
10. make provision for other matters which are necessary or incidental to town planning or housing.
11. improve and secure the amenity, health and convenience of the TPS24 area.

TPS24 guides subdivision within Willetton in accordance with a Development Guide Map. TPS24 provides for the construction of roads, sewer connection to all development and drainage infrastructure. TPS24 also sets a maximum population density of 28 people per acre within the scheme area and requires the provision of public open space, schools and commercial centres in specific locations indicated on the scheme map

Town Planning Scheme No. 29

Town Planning Scheme No. 29 – Burton Street Guided Development Scheme (TPS29) was gazetted on 15 April 1977. TPS29 is applicable to an area bounded by Leach Highway, Manning Road and Albany Highway. The objectives of TPS29 are to:

1. facilitate and encourage development of land within the TPS29 area.
2. control development within the TPS29 area according to the proposed uses shown on the scheme map and detailed in the scheme text.
3. facilitate traffic movement by the alteration of road junctions and the creation of rights-of-way.
4. set aside land for public open space.

TPS29 also seeks to control land uses within the scheme area. TPS29 provides for the surveying and construction of a link road between Burton Street and Hamilton Street and the construction of sewerage infrastructure and collection of costs from landowners. The proposal to develop the link road has since been abandoned and is no longer possible as a significant residential development has been built over the subject land.



Town Planning Scheme No. 38

Town Planning Scheme No. 38 – Cecil Avenue East Guided Development Scheme (TPS38) was gazetted on 30 March 1990. TPS38 applies to a number of properties located in close proximity to the Cannington Train Station and splits the area into a Council Development Area and Private Development Area. The objectives of TPS38 are to:

1. improve and develop land in the TPS38 area generally.
 2. facilitate integrated development of the Council Development Area and Private Development Area.
 3. accommodate the establishment and integration within the TPS38 area of a range of Central Area uses.
 4. integrate development and uses within the TPS38 area with development and uses within other parts of the Canning Regional Centre.
 5. provide road, sewerage, drainage and water supply services to the TPS38 area in a manner conducive to the orderly planning and development of the TPS38 area, the Canning Regional Centre and the locality generally.
 6. accommodate within the TPS38 area, or relocate, the Cockram Street Main drain and the Transmission Lines in Sutton Street.
 7. facilitate an orderly relationship between the Canning Regional Centre and the Cannington Interchange.
 8. allow for amalgamation and subdivision of lots in the TPS38 area.
 9. allow for the construction of roads and ways within the TPS38 area and to ensure the proper drainage of all roads and other parts of the TPS38 area which require drainage.
 10. make provision for the connection of the TPS38 area to a reticulated supply of water and all works and matters incidental thereto within the TPS38 area.
 11. make provision for reticulated deep sewerage and other works and matters incidental thereto within the TPS38 area.
 12. allow for landscaping and beautification of land within the TPS38 area.
 13. allow for the subdivision and development of land by owners privately according to Outline Development Plans and provision for contribution for shared works and facilities.
 14. allow for the carrying out of works, the acquisition of land and the expenditure of funds outside the TPS38 area for the purpose of enabling and facilitating the carrying out of works within the TPS38 area.
 15. make provision within the TPS38 area for such of those matters set out in the First Schedule of the Town Planning and Development Act 1928 as are necessary or incidental to the good and effective planning and development of a commercial centre.
 16. improve and secure the amenity, health and convenience of the TPS38 area and to make provision for works calculated to achieve those ends.
- TPS38 provides for the development of the area around the Cannington Train Station in conjunction with an Outline Development Plan. A significant portion of the land subject to TPS38 is being developed for high density mixed use development, with a proposed upgrade to the Cockram Street drain.

Town Planning Scheme No. 39

Town Planning Scheme No. 39 – Highway West Guided Development Scheme (TPS39) is a guided development scheme gazetted on 18 November 1994. TPS39 applies to a portion of Cannington bounded by Albany Highway, Wharf Street, Carden Drive and River Road. The objectives of TPS39 are to:

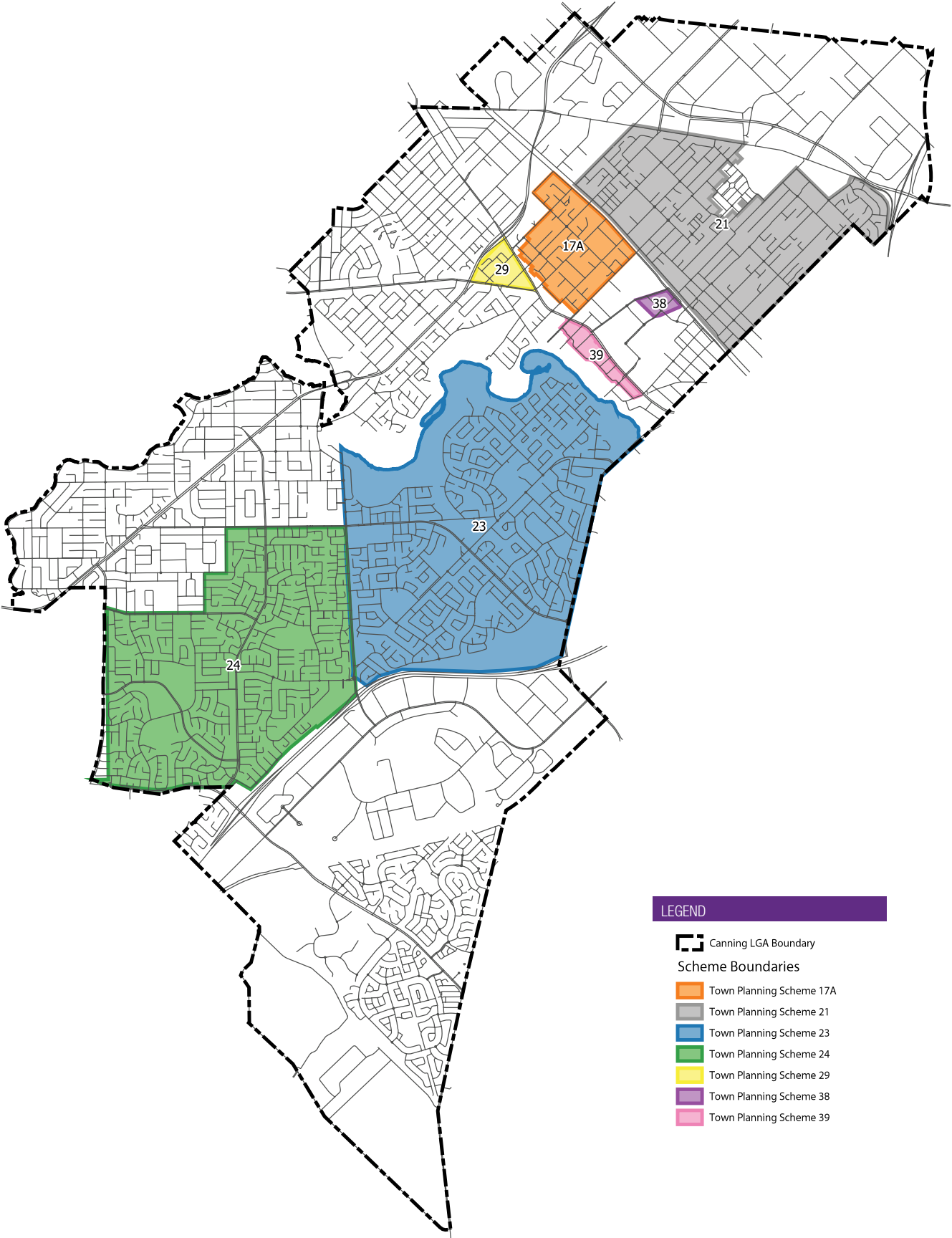
1. facilitate improvement and development of the land in the TPS39 area generally.
2. provide for infrastructure works which will accommodate the establishment and integration within the TPS39 area of a range of Centre Area uses, in general accordance with the City Zoning Scheme and the Canning Regional Centre Structure Plan.
3. facilitate the integration of development and uses within the TPS39 area with development and uses within other parts of the Canning Regional Centre.
4. provide road and drainage service to the TPS39 area in a manner conducive to the orderly planning and development of the TPS39 area, the Canning Regional Centre and the locality generally.
5. modify existing SECWA installations at the intersection of Liege Street and Albany Highway.
6. allow for the construction of roads and ways within the TPS39 area and to ensure the proper drainage of all roads and other parts of the TPS39 area which require additional drainage, but excluding the area bounded by Albany Highway, Liege Street, Bradford Street and River Road.
7. make provision for the creation of drainage reserves and easements within the TPS39 area
8. allow for the carrying out of works, and the expenditure of funds outside the TPS39 area for the purpose of enabling and facilitating the carrying out of works within the TPS39 area.
9. provide for those land owners whose land would benefit from the proposed scheme works to contribute towards the cost of these works.
10. improve and secure the amenity, health and convenience of the TPS39 area and to make provision for works calculated to achieve those ends.
11. make provision within the TPS39 area for such of those matters set out in the First Schedule of the Town Planning and Development Act, 1928 (as amended) as are necessary or incidental to the good and effective planning and development of the TPS39 area.

TPS39 predominantly provides for infrastructure construction, including the upgrade and construction of roads, upgrade of road intersections and provision of lighting and drainage. It covers the collection of scheme costs to pay for administration of TPS39, costs of land acquisition, costs associated with infrastructure upgrades, legal fees and insurance premiums.

Scheme	Comments/ Status
Town Planning Scheme No. 17A	The financial public open space contributions outstanding should be transferred into a contribution mechanism that will allow the repeal of Town Planning Scheme No. 17A and 29. All outstanding land contributions for Town Planning Scheme No. 17A and 29 are to be transferred into the new scheme to be prepared under Resolution 1 and Town Planning Scheme No. 17A and 29 may be repealed upon approval of the new scheme. If the schemes cannot be incorporated into the new Scheme, they may be maintained as separate guided schemes and amended and later repealed when all contributions are received. Unspent contributions held in the public open space trust account are to be used for public open space improvements within the Town Planning Scheme No. 17A and 29 areas.
Town Planning Scheme No. 29	
Town Planning Scheme No 21	Satisfactory in its existing form, and should continue to operate and be reviewed again in accordance with regulation 65(1) of the Planning and Development (Local Planning Schemes) Regulations 2015
Town Planning Scheme No. 23	Unspent contributions held in the trust accounts are to be used for public open space or infrastructure improvements within the area may be repealed once all outstanding contributions are received
Town Planning Scheme No. 24	
Town Planning Scheme No. 38	Town Planning Scheme No. 38 should be repealed upon approval of the new scheme as the roads within the City Centre will be rezone as Local Roads. Unspent contributions held in trust accounts are to be returned to the four Town Planning Scheme No. 38 participants as required by clause 4.7.1 of this scheme.
Town Planning Scheme No. 39	All outstanding contributions are to be transferred into the new scheme to be prepared under Resolution 1 and Town Planning Scheme No. 39 should be repealed upon approval of the new scheme. Unspent contributions held the trust account are to be used for infrastructure improvements within the Town Planning Scheme No. 39 area.

Table 1: Guided Schemes Status

Figure 5: Guided Development Scheme



10.2 Activity Centre and Structure Plans

Scheme Amendment No. 195, Gazetted 20 August 2013, introduced structure plan provisions into Town Planning Scheme No. 40. Since that time, the following structure plans have been adopted by the Western Australian Planning Commission.

Structure Plan	WAPC Approval Date
Bentley Regeneration Project Local Structure Plan	14 April 2015.
Lot 99 Portcullis Drive Willetton Local Structure Plan	28 September 2016.
Queens Park Local Structure Plan	22 November 2016.
Canning City Centre Activity Centre Plan	24 October 2017.

Table 2: Activity Centre and Structure Plan Status

Canning City Centre Structure Plan

The Canning City Centre Activity Centre Structure Plan (CCCACP) guides development in the Canning City Centre. The Canning City Centre is identified as a Strategic Metropolitan Regional Centre under SPP4.2. Most of the Plan area is situated between the Canning River, Armadale Rail Line, Wharf Street and the City of Canning and City of Gosnells local government boundary. The objectives of the CCCACP are to provide:

1. a major urban centre with an existing high level of retail balanced by increased commercial activity and employment;
2. a multi-modal transit oriented centre with potential for a light rail connection;
3. an affordable, attractive and convenient community in which to live and do business;
4. a place of affordable and higher density forms of accommodation, including accommodation for key workers and students;
5. a well-connected centre, not just to Perth CBD but to other City Centres, Specialised Centres and Activity Centres around the metropolitan area; and
6. an urban centre integrated with a sensitive natural environment.

The CCCACP guides development using precincts and associated precinct specific development requirements. The CCCACP also provides some guidance on land uses and car parking requirements. A Local Development Plan has also been adopted as a Local Planning Policy SRS242 over the Westfield Carousel Shopping Centre site.

The Canning City Centre Activity Centre Plan consists of;

- Total area covered – 196.04 hectares
- Estimated dwelling yield by 2031 – 10,000 dwellings
- Estimated residential density - Between 35 dwellings per gross hectare
- Estimated population – 25,000 people
- Public open space – 19.41 hectares

Queens Park Local Structure Plan

The Queens Park Local Structure Plan (QPLSP) provides for high density mixed use development around Queens Park Train Station. The QPLSP breaks up the area into several precincts with development intensity reducing as the distance from the train station increases. Non-residential land uses are permitted in the Core Precinct whilst the remaining precincts are predominantly limited to residential land uses.

The QPLSP operates through a “Centre” zone and “Development Area” in TPS40, and was adopted by Council on 20 August 2015. It provides for additional public open space and densities ranging between R30 to R160. Land use permissibility and development standards are dealt with under the QPLSP on a precinct basis.

The Queens Park Local Structure Plan consists of:

- Total area covered - 144 hectares
- Public open space - 16 hectares
- Estimated dwelling yield by 2031 – 3,200 dwellings
- Estimated residential density - Between 15 and 25 dwellings per gross hectare
- Estimated population – 8,000 people

Bentley Regeneration Project Local Structure Plan

The Bentley Regeneration Project Local Structure Plan (BRPLSP) guides development in the area surrounding Brownlie Towers and the Housing Authority's extensive land holding in Bentley. The BRPLSP operates via a “Development” zone and “Development Area” under TPS40. The BRPLSP provides for high density development in a Core precinct with development intensity dropping to the edges of the BRPLSP area.

The key objectives of the BRPLSP are to provide:

1. higher density living opportunities, a focus for daily community and commercial activity and pedestrian first environment in the Core Precinct;
2. a range of lower rise apartment living opportunities and attractive public realm which promotes walking and cycling in the Frame Precinct; and
3. a mix of medium density suburban development in a variety of tenures and an interface with surrounding development in the Edge Precinct.

The BRPLSP was approved by the Western Australian Planning Commission in April 2015 and provides the planning framework for development assessment. Connected to the BRPLSP are the Bentley Regeneration Design Guidelines (prepared as a Local Planning Policy under TPS40) and two Local Development Plans which provide further detailed guidance for development in the area. Additional Local Development Plans will be created for other parts of the BRPLSP area.

The Bentley Regeneration Project Local Structure Plan consists of:

- Total area covered – 27.2 hectares
- Estimated dwelling yield by 2031 – 1,650 dwellings
- Estimated residential density - Between 60.8 dwellings per gross hectare
- Estimated population – 3,300 people
- Public open space – 3.2 hectares

Portcullis Local Structure Plan

The Portcullis Local Structure Plan (PLSP) seeks to facilitate the coordinated development of Lots 99 Portcullis Drive and 130 Woodthorpe Drive, Willetton. The area presently comprises vacant, unused land. The PLSP proposes development of the land for 'Residential' purposes at densities ranging between R30-R50, plus associated public reserves, predominantly open space in the form of a southward expansion of an existing reserve.

The Portcullis Local Structure Plan consists of:

- Total area covered – 7.9 hectares
- Estimated dwelling yield 257 dwellings
- Estimated residential density - Between 32.6 dwellings per gross hectare
- Estimated population – 668 people
- Public open space – 0.8 hectares

10.3 Local Planning Policies

The City of Canning has a suite of 19 Local Planning Policies that are used to guide various aspects of development, comprising:

1. SRS215 Child Day Care Centres in Residential Areas
2. SRS221 Town Planning Scheme Landscape Plan
3. SRS224 Bentley and Wilson Precincts
4. SRS226 High Road Right of Carriageway (ROC)
5. SRS227 Residential Development
6. SRS228 Satellite Dishes and Microwave Antennae in Residential Areas
7. SRS233 Sea Containers in Residential Areas
8. SRS238 Albany Highway Policy Plan
9. SRS239 Outbuildings
10. LP.02 Public Consultation of Planning Proposals
11. LP.03 Developer Funded Public Art
12. LP.04 Exemptions from Development Approval
13. LP.05 Bentley Regeneration Design Guidelines
14. LP.06 Design Advisory Committee and Assessment of Significant Developments
15. LP.07 Advertising Signs
16. LP.09 Tree Retention and Planting – Development

These Local Planning Policies will be reviewed in conjunction with the formulation of a new Local Planning Scheme.

10.4 Sustainability

While not a planning policy, the City has a Sustainability Policy CM194, acknowledges the City's role as the guardian of the community's quality of life, with a responsibility for sustainably managing the social, natural and built environment without compromising opportunities for future generations. The four guiding principles are:

- fossil fuel dependence and wasteful use of scarce metals and minerals.
- reliance upon persistent chemicals and wasteful use of synthetic substances.
- encroachment upon nature (e.g. land, water, wildlife, bush land, soil, ecosystems).
- conditions that systematically undermine people's ability to meet their basic human needs.

At its core, the Local Planning Strategy seeks to uphold these principles

11 Community Context

All local governments are required to 'plan for the future' by using the Department of Local Government and Communities' Integrated Planning and Reporting Framework and adopting a Strategic Community Plan and Corporate Business Plan. The Local Planning Strategy and sub strategies form part of the City's Integrated Planning and Reporting Framework.

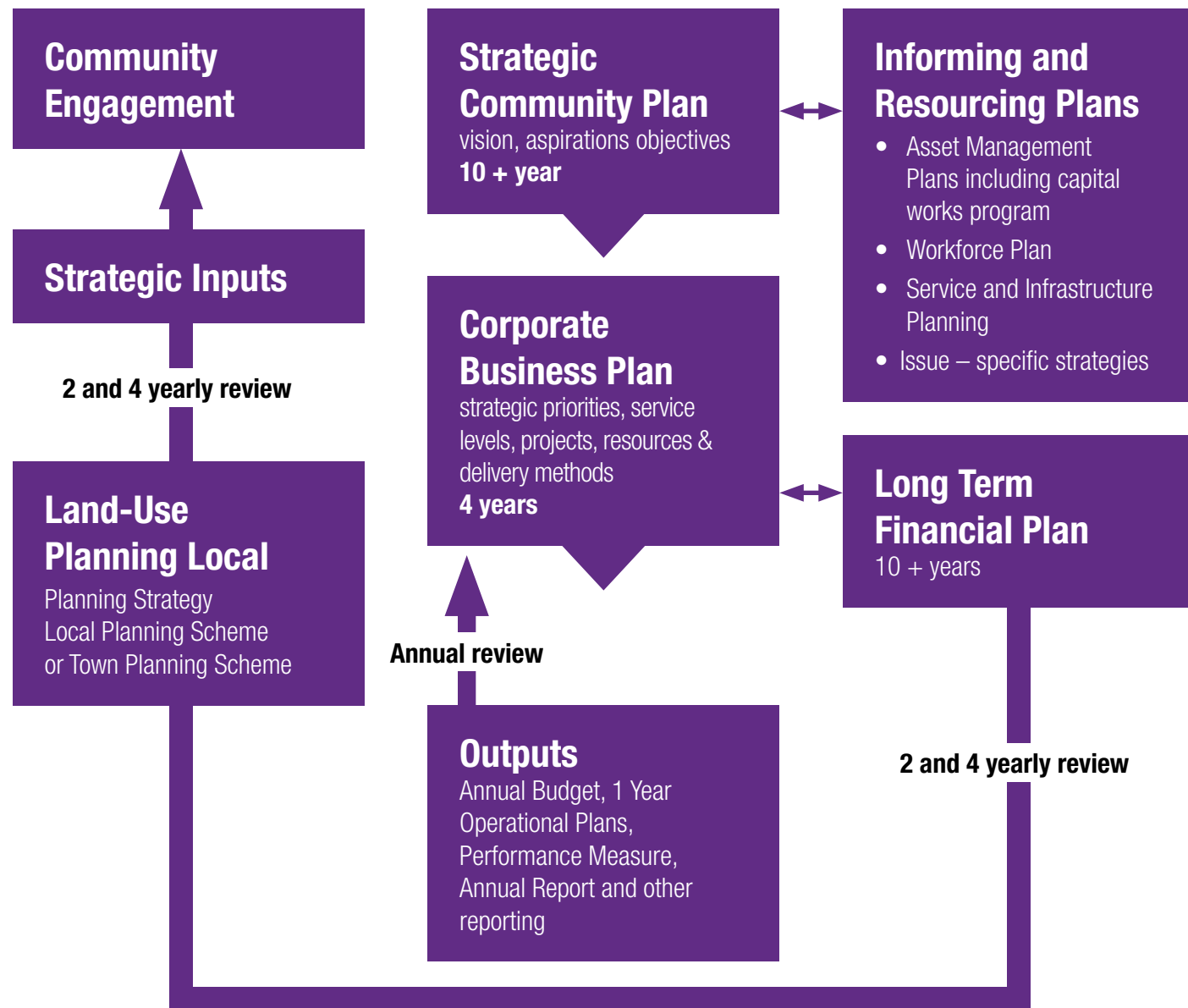


Figure 6: Integrated Planning Framework

Significant community aspirations for the built environment are contained within the Strategic Community Plan, which informed the suite of supplementary strategies leading to the Local Planning Strategy. The main applicable themes are Build - Accessible, pleasing urban spaces that are fit-for-purpose and Prosper - A thriving local economy.

Strategic Community Plan Theme

- **Grow.** Natural areas where people and wildlife flourish.
- **Connect.** An inclusive, safe, and vibrant community.
- **Build.** Accessible, pleasing urban spaces that are fit-for-purpose.
- **Prosper.** A thriving local economy.
- **Lead.** Accountable, responsible and forward-thinking administration.

Build. Accessible, pleasing urban spaces that are fit-for-purpose

The community said they wanted more integrated, accessible, safe and sustainable transport options, including improved pedestrian and cycling infrastructure and pathways and linkages, accessibility, frequency and integration of public transport services.

The community wanted amenity and lifestyle in the City protected and enhanced by integrating transport and housing, making sure that quality recreational areas and public open space go hand in hand with housing and urban development and by recommending and encouraging sustainable building and land use. They asked for housing diversity and initiatives to encourage more quality affordable housing alternatives. Lower densities were preferred, based on the perception that higher densities could create issues – not enough space for children to play, social problems, and noise and traffic.

However, higher density development and a mix of housing types were considered sensible options for certain areas, such as around train stations and the City Centre. Sufficient infrastructure is needed to be put in place to support any increased density. The community further identified the need for more trees and vegetation to counter some of the perceived issues with higher density, amenity and climate change.

Prosper. A thriving local economy

The community wanted the City to plan and encourage the development of a diverse range of retail, commercial and industrial activities and a broad range of hospitality, entertainment and recreation activities. They asked for a revitalised City Centre to create new opportunities for people to live and work locally. While the community wanted to see an improved Canning City Centre, they wanted more local options in district and neighbourhood centres too.

12 Local Profile

The City of Canning (the City) is in Perth's south-eastern suburbs, about 10 kilometres from Perth CBD and covers a total of 65m2. The City of comprises the suburbs of Bentley, Cannington, East Cannington, Ferndale, Lynwood, Parkwood, Queens Park, Riverton, Rossmoyne, Shelley, Welshpool, Willetton, Wilson and parts of St James, Canning Vale and Leeming. The City is named after the Canning River, which was named after George Canning, former Prime Minister of Great Britain.

The original inhabitants of the Canning area were the Nyungar Aboriginal people. Later, from 1829, European settlement in the area was based around farming, market gardening and timber milling. The City has Canning River Regional Park, established in 1989 to protect the Canning River (known to the Aboriginal people as 'Dyarlgard') wetlands. It contains some of the best estuarine vegetation in the entire Swan-Canning River system. The City also has a thriving economy, with two major industrial areas in Canning Vale and Welshpool and the Cannington Strategic Metropolitan Centre.

12.1 Physical features and Natural Resource Management

The City actively manages 42 natural area sites ranging from 0.2 to 40 hectares. Some of the most important natural areas within the City include:

- Bannister Creek;
- Canning River Regional Park;
- McDowell Street Bushland;
- Queens Park Bushland; and
- Shelley Rossmoyne Foreshore.

Large parts of the City are highly urbanised with not much remnant vegetation. However, there are pockets of vegetation throughout the City, particularly associated with the Canning River, Queens Park and Jandakot Regional parks and the Bush Forever sites

- BFA 224 – Canning River Regional Park and adjacent bushland (Bannister Creek)
- BFA 283 – Queens Park bushland
- BFA 424 McDowell Street Bushland, Welshpool
- BFA 338 (portion only) - Yagan Wetland and adjacent bushland
- BFA 388 (portion only) Jandakot Airport
- BFA 389 (portion only) Acourt Road bushland
- BFA 333 (portion only) Canning River Foreshore alter Point to Wilson

The City contains several matters of national environmental significance including two nationally listed Threatened Ecological Communities – Shrublands and woodlands on Muchea limestone, and Subtropical and temperate coastal saltmarsh. The threatened species listed under the Environment Protection Biodiversity Conservation Act (EPBC Act), 1999 include the endangered Australasian Bittern, Carnaby's Black-Cockatoo, Short Tongued Bee (*Leioproctus douglasiellus*), *Macarthuria keigheryi*, King Spider-orchid (*Caladenia huegelii*).

Several Declared Organisms listed under the State's Biosecurity and Agriculture Management Act 2007 can be found within the City. The City has developed plans to assist in the management of these in local reserves and parklands.

Climate

The CSIRO 50th percentile scenarios (the mid-point of the spread of model results) predict that rainfall in Perth will decline by between 10% and 40% and temperature is predicted to increase by 0.6 °C to 3.0 °C by 2070 (CSIRO, 2007). This rise in temperature has the potential to impact on plants, animals and people, through increased heat stress and increased risk of bushfires.

In addition, climate change is predicted to result in sea level rise and trigger an increase in the frequency and magnitude of extreme events, which include high tides, storm surges (low barometric pressure), wind and wave (CSIRO, 2007 and ACECRC, 2008 as cited in Swan River Trust, 2010). These changes have the potential to affect the foreshore areas of the Canning River and potentially the surrounding land, predominantly downstream of Kent St Weir, although it is noted that some overtopping of the Kent St Weir has already occurred, which led to substantial impacts on the freshwater ecosystem.

It has been reported that climate change is likely to result in lower rainfall in Western Australia's south west region, coupled with more intense rainfall events (CSIRO, 2007). This variability has the potential to result in localised flooding from stormwater during extreme events, becoming more frequent in the future. Declining stream flows and superficial groundwater levels have been observed over the past ten years, most likely because of declining annual rainfall. Continuing reductions are likely to maintain this pattern and may have significant impacts on surface and groundwater availability for both human and environmental needs. As groundwater levels decrease, climate change may also increase the risk of acidification and heavy metal contamination resulting from the disturbance of acid-sulfate soils.

Air Quality

The City, similarly to most urban areas of Australia, occasionally suffers poor air quality from carbon monoxide, oxides of nitrogen or visibility. Generally, air quality issues arise from photochemical smog in summer and particle haze during winter as well as from bushfires or industrial facilities.

Geology, soils and contamination

The general topography of the City is undulating with a general slope from the north and south towards the Canning River which bisects the City roughly across its mid-point. The highest elevations are found in the southern part of the City which rises to a little over 30 metres Australian Height Datum. The City is dominated by Bassendean sands with deposits of limestone and peaty clay to the north, while sand and peaty sand can be found to the south of the river.

The City has a moderate to low risk of acid sulfate soils occurring within three metres of the natural surface in the vast majority of its land. However, the banks of the river and pockets adjacent and surrounding wetlands have moderate to high risk which would occur beyond three metres of the soil surface.

There is a total of 83 sites registered as contaminated or remediated in the City and these sites have been classified as follows:

- contaminated - remediation required (23 sites).
- contaminated - restricted use (six sites).
- remediated for restricted use (54 sites).

Other sites reported to the Department of Environment Regulation, including sites awaiting classification are recorded separately by the Department of Environment Regulation and have not been mapped.

Bushfires

Bushfire risks arise from the proximity of vegetation, often important for biodiversity to residences, commercial or industrial property and other infrastructure, particularly where those areas are infested with weeds, or where their fuel load is high. The City has undertaken fuel load assessments which will guide the development of fire management plans for priority bushland areas.

The State Government has reforms to help protect lives and property against the threat of bushfires throughout Western Australia. These reforms require for people intending to develop and/or build in bushfire prone areas, including the need to assess a property's bushfire hazard levels and take additional construction measures to limit the impact of bushfires.

12.2 Water Management

The City is part of the lower catchment of the Canning River. There are parts of a total of 19 drainage catchments within the boundaries of the City, 12 of these discharging into the river within the City.

Significant water quality issues have been identified in the Canning River, both up and downstream of the Kent Street Weir. Many of these issues are associated with urban catchments and drains, which provide major pathways for contaminants to enter the River.

The catchments of the Swan Canning River system are the subject of the Swan Canning Water Quality Improvement Plan (SRT, 2009) which contains catchment management measures and control actions. The City also has local water quality improvement plans which include several constructed wetlands and living stream projects such as Liege Street, Black Creek, Wharf Street, Anvil Way and Bannister Creek. The City supports the concept of water sensitive urban design and is actively promoting these principles as part of planning and development, as well as through maintenance and asset renewal.

Groundwater in the City is present in three major aquifers – Perth superficial aquifer – unconfined, Leederville and Yarragadee Aquifers – both confined. Groundwater quality over the relatively large area of the City is variable. High nutrient levels are frequently experienced particularly in unsewered industrial areas.

Other opportunities to improve water resources include water efficient irrigation of public open spaces, revegetating the drains to living streams, stormwater harvesting, revegetating compensating basins and installing biofilters to them (conversion of sumps). The Swan/Canning Estuary is listed in the Directory of Important Wetlands in Australia and is recognised as having regional significance. There are numerous conservation category wetlands in the City including the Cannington Swamp, situated in Canning City Centre. It is associated with the ‘Shrublands and woodlands on Muchea Limestone’ threatened ecological community, which is protected under State and Commonwealth legislation.

12.3 Population and Housing

Population Growth

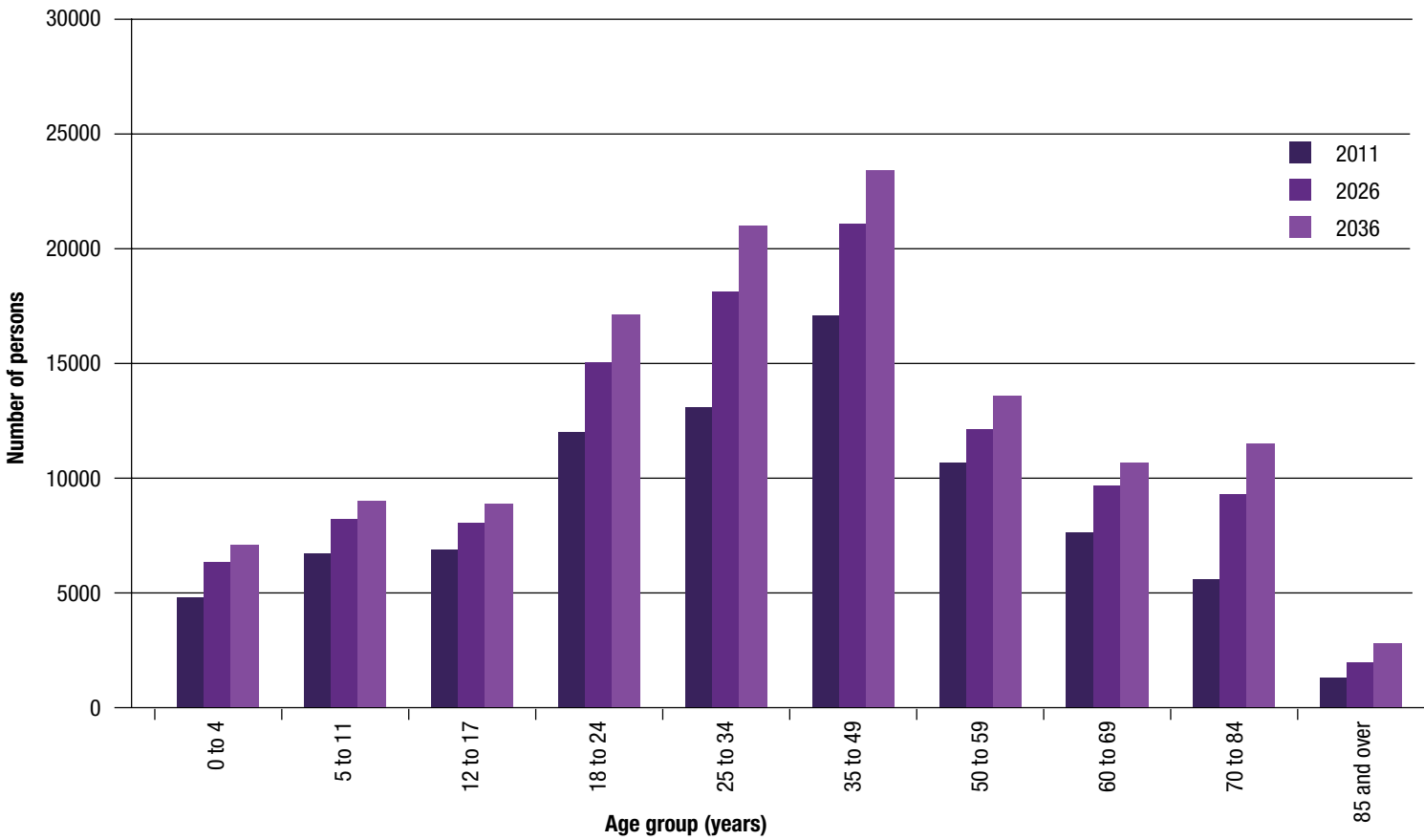
The estimated resident population in the City in 2016 was 98,367 people. By 2036, Forecast.id estimates the City's population will have grown to 126,786 people. Between 2006 and 2011, the population growth rate in the City was 1.34 percent, a smaller growth rate from previous years. The reduction in population growth could be attributed to development of large areas, particularly around East Cannington, Queens Park and Canning Vale, coming to an end (CUSP, 2012). The population density for the City is 15.14 persons per hectare. Much of the City is built out with no greenfield development opportunities.

Population Age

The City has a relatively young population, with a high proportion of persons aged between 15 and 29. This is in accordance with the tertiary education institutions near the City, as well as the broad range of housing options which have developed to accommodate students over time. It is also indicative of the popularity of certain dwelling typologies (notably grouped dwellings) which are predominant in certain areas of the City, for first home buyers.

The City's population is forecast to grow predominantly in the 25-34 and 35-49 age groups, and the 70-74 age groups until 2021. The growth in these age cohorts illustrates the need for certain housing typologies in the coming years to 2021, and beyond.

Figure 7: Population and household forecasts, 2011 to 2036



(Source .id the population experts, September 2015)

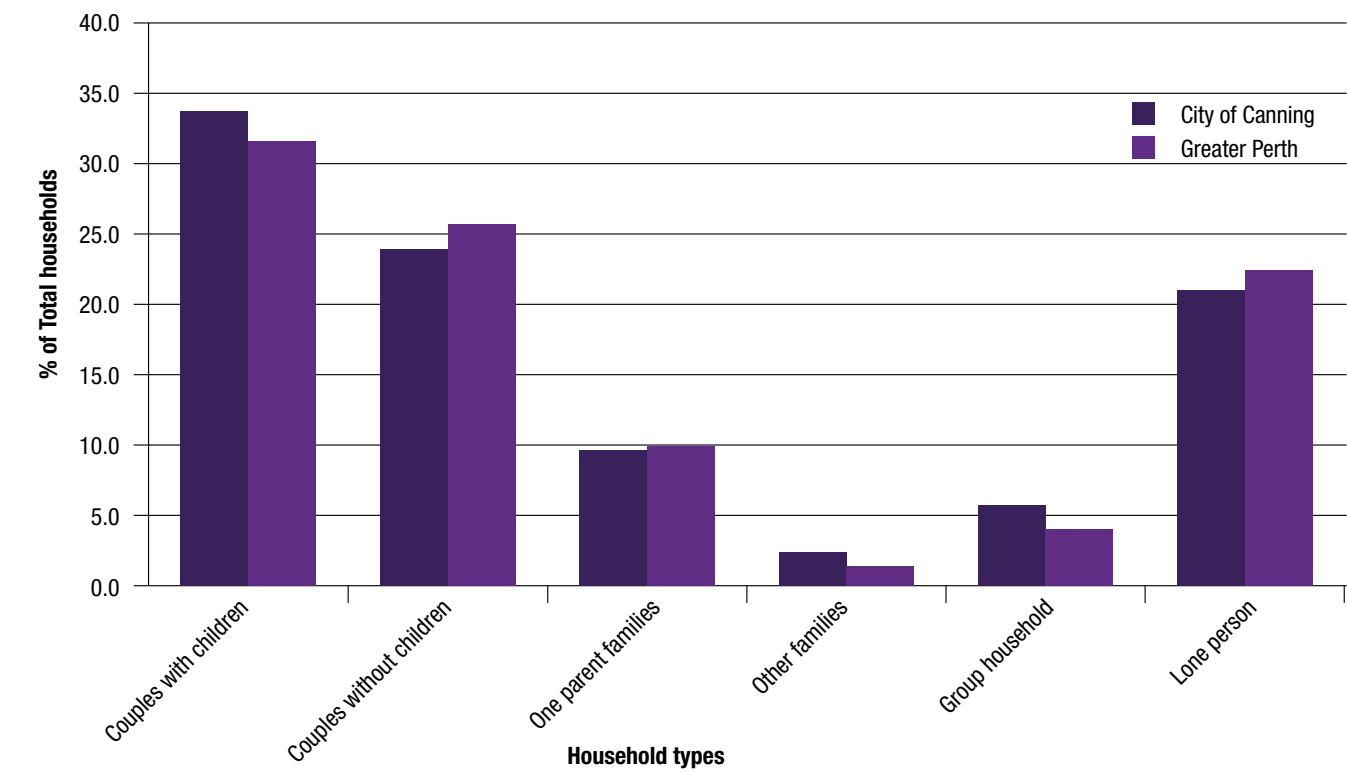
Migration

The City is home to a multicultural community. In 2011, 45.8% of the population was born overseas, 32.9% from non-English speaking backgrounds. A significantly higher proportion of the City's population was born in Malaysia, India and China when compared with the population of the greater Perth region. The 2011 Census identifies a growth in the proportion of the City's population from Asia and a pattern of reduction in migrants from the United Kingdom

Household Structure

Between 2006 and 2011, there was an increase in the proportion of group households and couples without children, along with couples with children. Growth in the former two categories is indicative of an aging population, as well as a growing tertiary education-age population. The City contains a higher proportion of group households than the greater Perth region, almost certainly due to high levels of student accommodation around Curtin University. The predominant household types to 2031 are forecast to be couples with and without children, and lone person households

Figure 8: Household Types, 2011

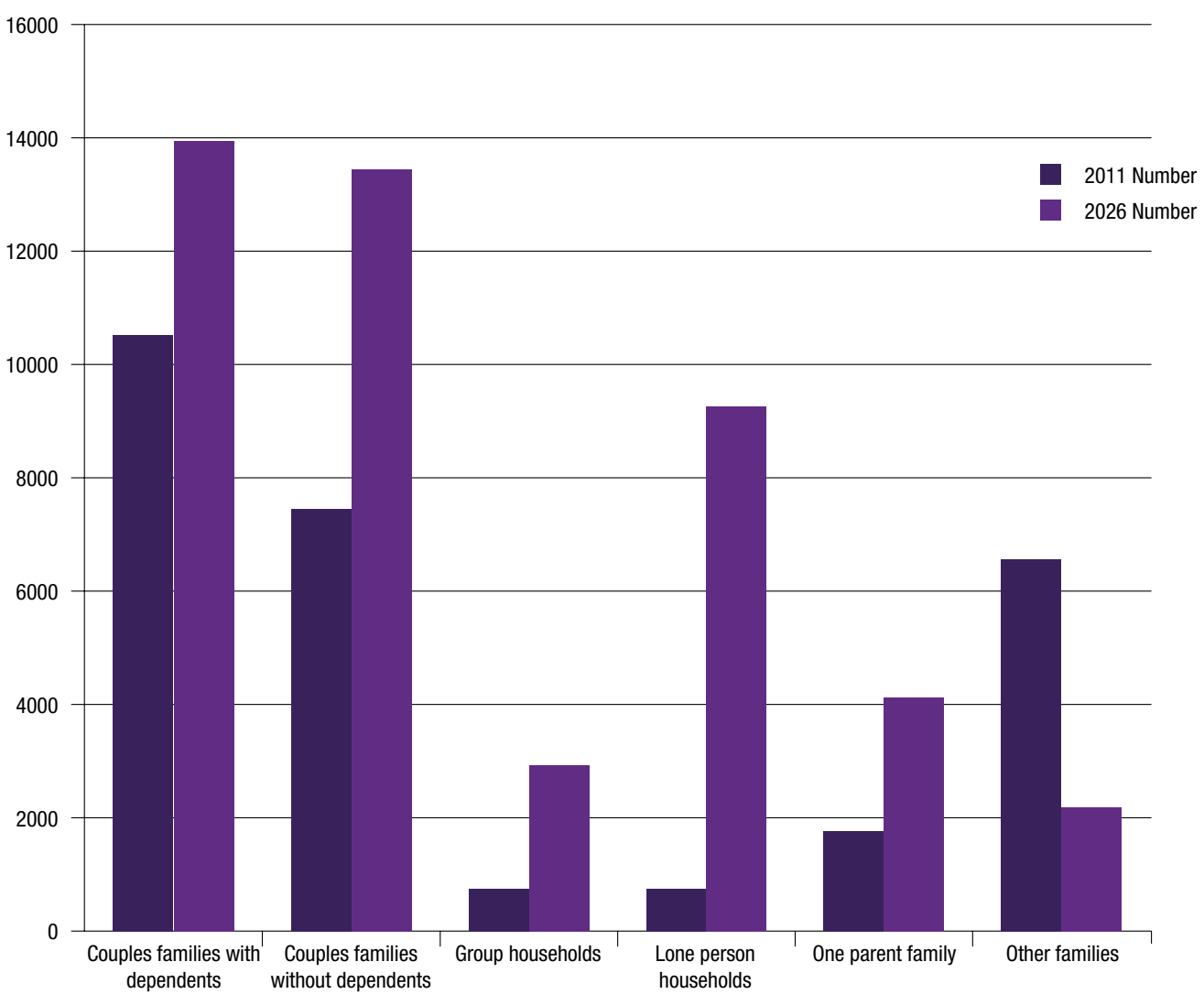


Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Enumerated data) Compiled and presented in profile.id by .id, the population experts.

In 2011, the dominant household type in the City was couple families with dependents, which accounted for 34.3% of all households. The largest increase between 2011 and 2026 is forecast to be in couples without dependents, which will increase by 3,715 households and account for 28.9% of all households. In contrast, Other families is forecast to increase by 411 households, to comprise 4.1% of all households in 2026, compared to 3.9% in 2011.



Figure 9: Forecast household types



Source: Population and household forecasts, 2011 to 2036, prepared by .id, the population experts, November 2015.

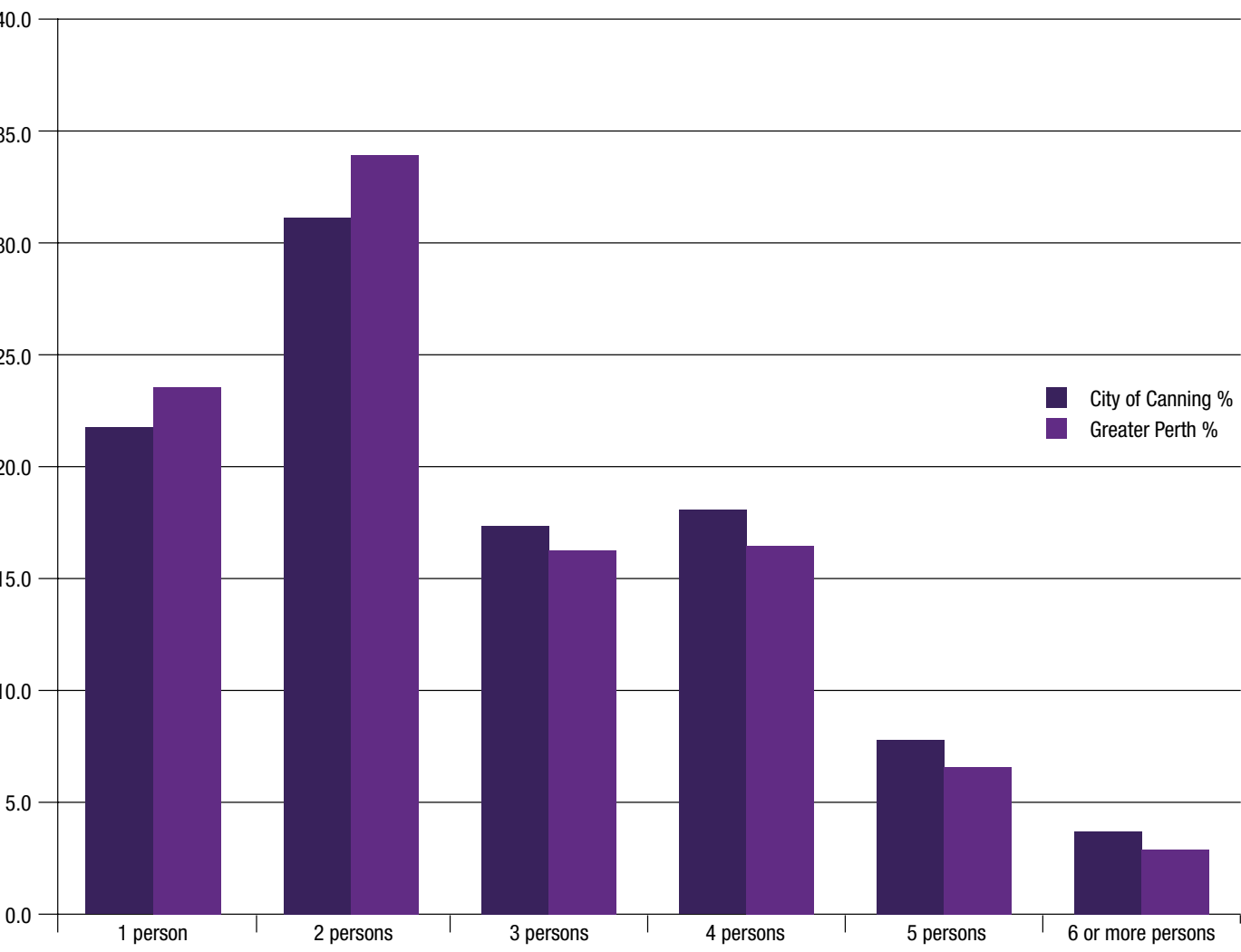
Household Size

The majority of households in the City comprise one or two people. The City has experienced substantial residential development since the 1970's and the last remaining greenfield development area in Canning Vale is nearing completion.

Future development opportunities within the City are constrained, leading to the need for infill development, higher density around activity centres and high quality public transport nodes.

In 2011 there were 33,893 dwellings in the City. This number is forecast to increase to 45,122 dwellings by 2031 – based on a business-as-usual approach to housing development. Land bank analysis by Curtin University Sustainability Policy Institute (CUSP) indicates that at current density codes, there is capacity for an additional 2,999 dwellings within the City. Analysis of the number of persons usually resident in a household in the City compared with Greater Perth shows that there were a lower proportion of lone person households, and a higher proportion of larger households (those with four persons or more). Overall there were 21.8% of lone person households, and 29.6% of larger households, compared with 23.6% and 26.0% respectively for Greater Perth.

Figure 10: Household size, 2011

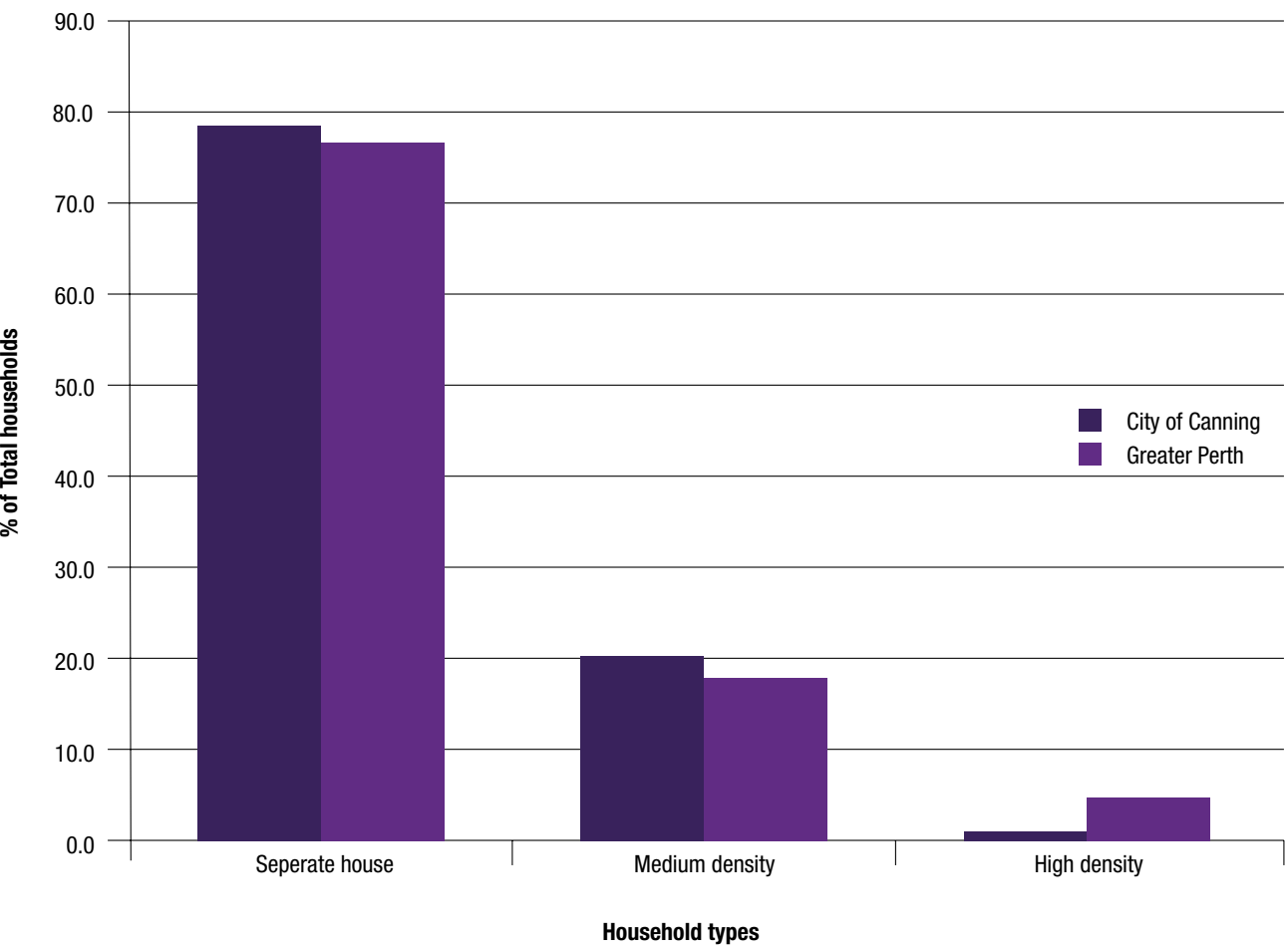


Source: Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011. Compiled and presented by .id, the population experts.

Dwelling Types

The City predominantly comprises separate houses, with a relatively similar proportion of medium density dwellings as the greater Perth region. The City has a distinctly lower proportion of high density dwellings when compared to greater Perth.

Figure 11: Dwelling Structure, 2011



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

Housing Stock Age

The mean age of the housing stock in the City is 26.8 years. Some of the oldest dwellings are in the suburbs of St. James, Wilson and Lynwood. The most recent development can be found in the suburb of Canning Vale.

The suburbs of Rossmoyne and Shelley, as well as the suburbs north of the river, show substantially more variation in dwelling age than the south. This is indicative of a large amount of redevelopment occurring in these suburbs, although this does not necessarily correlate to higher density development.

Dwelling Yield

Analysis in CUSP Local Housing Study for the City it determined that intensification within the specific areas identified in the Local Housing Strategy will yield 7, 948 dwellings at 85 % development efficiency. This yield is exclusive of the three existing project areas of Canning City Centre, Queens Park and Bentley Regeneration intensification which results from removal of the dual density codings and increase of the base coding to R20 across the City, as well as any intensification proposed outside the City municipal boundary.

The CUSP Local Housing Study discusses the concept of development efficiency – the ratio of housing supply (the actual number of dwellings) to the dwelling capacity (the maximum number of dwellings capable of being accommodated in an area) of the density codings in question. In 2012, the City had an average development efficiency of 57%. The CUSP Local Housing Study has determined that a development efficiency of 85% presents a conservative dwelling supply increase, but is considered a genuine representation of future dwelling increases. It also reflects the realistic outcome where not all landowners in a given area redevelop, subsequent to changes in the planning framework. 85% development efficiency is already attained in Parkwood and parts of Canning Vale.

The maximum yield of 9,358 dwellings assumes 100% development efficiency. At 85% development efficiency, targeted intensification in the Local Housing Strategy will yield an additional 7,948 dwellings under the same conditions described above.

The population growth forecasts represent a prediction of the City's future population based on business-as-usual growth. This approach forecasts a population growth of 7,119 persons to 2031. It is considered that the actual population growth to 2031 will be significantly higher than this figure, as redevelopment resulting from the Local Housing Strategy Actions will present greater opportunities for population growth than what was predicted July 2011. The three project areas have the following yields Canning City Centre Activity Centre Plan is forecast to yield 10,000 dwellings, the Queens Park Structure Plan is forecast to yield 4,000 dwellings, and the Bentley Regeneration Project Local Structure Plan is forecast to yield 1,650 dwellings. The combined yield of these three project areas is 15,650 dwellings.

The total number of additional dwellings, inclusive of the existing project areas will be 25,008 at 100% development efficiency, and 23,598 at a generally more realistic 85% development efficiency.

Element Number in Housing Strategy	Element Name	LHS Yield (100% DE)	LHS Yield (85% DE)
6.1.1.1	Willetton – Southlands	244	207
6.1.1.2	Riverton (excluding High Road Corridor)	144	122
6.1.1.4	Livingston	114	97
6.1.1.5	Neighbourhood and Local Centres (Total)	558	470
	Central Road & Third Avenue, Rossmoyne	58	49
	Tribute Street West, Shelley	102	86
	Barbican Street East, Shelley	77	65
	Riverton Drive East, Shelley	89	75
	Apsley Road, Willetton	51	43
	Rostrata Avenue, Willetton	41	34
	Vellgrove Avenue, Parkwood	65	55
	Lynwood Avenue, Lynwood	75	63
6.1.2.1	Albany Highway Corridor	2,086	1,773
6.1.2.2	Manning Road Corridor	2,303	1,957
6.1.2.3	High Road Corridor	1,711	1,454
6.2.1	Bentley, Wilson and St James	2,198	1,868
TOTAL YIELDS EXCLUSIVE OF PROJECT AREAS		9,358	7,948
TOTAL YIELDS INCLUSIVE OF PROJECT AREAS		25,008	23,598

Table 3: Forecast additional dwelling yields for targeted Local Housing Strategy Provisions.

Accessibility

There is several aged care facilities within the City already established – however there is a limited number of accessible dwellings integrated throughout the remaining residential building stock. It is important to recognise that accessible housing extends beyond aged accommodation, and serves to provide comfortable and convenient housing for those with mobility impairments.

The revised ancillary dwelling provisions of the R-Codes provides the basic building stock for accessibility – small, self-contained but separate housing which can be constructed alongside larger houses in existing residential areas.

Multi Criteria Evaluation illustrates certain areas throughout the City which are well-suited to accessible housing (based on aged housing variables of population age, public transport connectivity and distance to local shopping facilities), namely parts of Riverton and Rossmoyne, Willetton (around Southlands), Ferndale (around Dalma College), and throughout the northern portion of the City.

Student Accommodation

It must be recognised that the Bentley/Wilson/St James area will always contain student accommodation of some form, due to the proximity of Curtin University, as well as public transport and service connections. It will be important to ensure that future development in these areas results in built form which is appropriate for a transient community, but still provides a strong contribution to the amenity of streetscapes and surrounding properties.

12.4 Economy and Employment

The City has one Strategic Metropolitan Centre in Cannington, and four District Centres in Bentley, Riverton, Southlands, and Livingston. These centres vary in size and character; however, all have developed around traditional shopping centres and have a primarily retail focus. The City also has two significant industrial areas in Canning Vale and Welshpool; and four commercial corridors, Albany Highway, Railway Parade, Manning Road, and High Road.

Urban quality and amenity is less than ideal for all higher order activity centres. Accessibility generally meets SPP 4.2 goals, but pedestrian connectivity is limited. Activity centres and corridors are generally car-dominated with large car parks surrounding the nodes of activity within a centre. There is opportunity to improve residential density around public transport nodes. Urban form surrounding shopping centres is generally poor and likely to limit the development of a more pedestrian-friendly environment as well as a higher quality of land use mix and activities. Evolving business models are challenging past development norms (including development of discount supermarkets, large format retail, hybrid traditional/online retail, and the need to provide social spaces in activities centres for continued success).

Snapshot of the City's economy:

- \$9.17 billion Gross Regional Product (NIEIR 2015) – (3.9% of State and 100% growth 2001 to 2013).
- Largest Industry – Manufacturing (NIEIR 2014).
- Local businesses 8,161 (Australian Bureau of Statistics 2016) – (Construction, Professional/Technical, Logistics, Retail/Wholesale).

Small business incubator and support services

- Business Station.
- Welshpool Business Enterprise Centre.

Employment

Employment self-containment measures the proportion of employed residents who are employed within the boundaries of the Local Government Area or region. It indicates the propensity of residents to seek employment outside the Local Government Area or region in which they live. In 2011, 25.1% of the City's working residents were employed locally, a proportion which has decreased since 2006.

Employment self-sufficiency measures the proportion of workers in the local area who also live in the Local Government Area or region. It indicates the level at which the residents meet the labour requirements of the local industries or businesses. In 2011, 20.8% of the workforce comprised of residents. This proportion has also decreased since 2006

- Local Jobs 68, 412 (NIEIR 2016) – (18,000 + residents and 41,000 non-residents)
- Employed residents 51,801 (NIEIR 2016) – (11,000 (25.1%) work in Canning)

The City's workforce is made up of all the people who are employed in the local area, regardless of where they live.

Top three industries:

- Manufacturing
- Retail trade
- Wholesale trade
- Top three occupations:
- Clerical and administrative workers
- Technical and trades workers
- Managers

Local labour force

An analysis of the jobs held by the local labour force in City in 2011 shows the three most popular industry sectors were:

- Health Care and Social Assistance (4,562 people or 10.6%)
- Retail Trade (4,550 people or 10.6%)
- Education and Training (3,893 people or 9.0%)

In combination, these three industries employed 13,005 people in total or 30.2% of the total workforce. In comparison, Greater Perth employed 10.9% in Health Care and Social Assistance; 10.4% in Retail Trade; and 8.1% in Education and Training. The major differences between the jobs held by the local labour force of the City of Canning and Greater Perth were:

- A larger percentage of people employed in Accommodation and Food Services (6.9% compared to 5.8%)
- A smaller percentage of people employed in Construction (7.5% compared to 10.0%)

The largest changes in the jobs held by the local labour force between 2006 and 2011 in the City were for those employed in:

- Professional, Scientific and Technical Services (+1,011 people)
- Health Care and Social Assistance (+659 people)
- Mining (+622 people)
- Education and Training (+528 people)

12.5 Retail and Commerce

Entertainment

Table 4 shows the projected floorspace demand for entertainment uses in City's higher-order activity centres and industrial areas over the modelling period (2013-2031). Key trends observed include:

- Future floorspace within the Cannington Strategic Metropolitan Centre was allocated in line with the levels anticipated in the Canning City Centre Activity Centre Plan, for an additional 19,000 m2 supply;
- Additional growth to 2021 of entertainment uses that are typically located in activity centres has been concentrated in Livingston and Riverton, which currently have a more underdeveloped entertainment offer, and therefore are more likely to absorb additional supply. Beyond 2021, growth has been equally distributed to all district centres; and
- Growth in entertainment uses that are typically located in industrial centres has been distributed equally between Canning Vale and Welshpool.

Projected Floorspace (m²)					
Activity Centre	2013	2016	2021	2026	2031
Cannington	11,130	18,430	25,430	28,760	30,130
Bentley	2,970	2,970	2,970	3,900	4,480
Riverton	500	800	1,100	2,020	2,600
Southlands	4,210	4,210	4,210	5,130	5,710
Livingston	240	540	840	1,760	2,340
Welshpool	23,010	28,500	31,840	34,920	37,770
Canning Vale	11,610	14,390	16,070	17,630	19,070

Table 4: Projected floorspace, entertainment uses, City of Canning higher-order activity centres and industrial areas, 2013-2031

In line with the vision proposed within the Canning City Centre Activity Centre Plan, most of the growth in shopping centre retail, other retail, office and entertainment land uses to 2031 is likely to be in Canning City Centre. This is consistent with the role of the area as a Strategic Metropolitan Centre, proposed increases to residential densities, and its location within a high-growth corridor.

The supply of floorspace is also expected to increase on a smaller scale in District Centres. In most cases, additional activity will be primarily servicing the local catchments and assisting these centres to meet their mixed-use targets, without detracting from the role of Cannington as a Strategic Metropolitan Centre. In Canning Vale and Welshpool, the anticipated growth is generally conservative, as could be expected from current demand levels and their primary role as industrial centres.



Retail and Shopping

Current supply was estimated using floorspace data from the Department of Planning's Land Use and Employment Survey (LUES). The table below shows floorspace data input for each of the City's activity centres at 2013 and 2031. Future supply (2031) was calculated using known developments across the study area. Detailed floorspace additions are shown below.

Activity Centre	Shopping Centre retail floorspace (m²)		Other retail floorspace (m²)	
	2013	2031	2013	2031
Aspley Road	1,549	1,549	-	-
Barbican Street	779	779	-	-
Bentley	17,407	17,407	6,350	6,350
Bentley Regeneration Project	-	4,500	-	-
Canning Vale	28,594	28,594	43,431	43,431
Cannington	113,218	176,946	52,177	68,081
Central Road	1,105	1,105	-	-
Chapman Road	1,179	1,179	120	120
East Cannington	91	91	-	-
Eureka Road	460	460	180	180
Glenmoy Avenue	1,280	1,280	-	-
High Road Corridor	13,047	13,047	16,629	16,629
High Road	130	130	148	148
Hilrowe Group	-	-	-	-
Hillview Terrace	841	841	-	-
Livingston	14,141	14,141	144	144
Lynwood Avenue	2,761	2,761	200	200
Manning Road	630	630	380	380
Mills Street	1,863	1,863	1,100	1,100
Parkwood Square	222	222	-	-
Queens Park	910	6,910	-	-
Riverton Drive	17,065	22,208	60	60
Riverton Drive East	463	463	-	-
Sevenoaks Street	2,060	2,060	-	-
Shelley Hub	807	807	36	36
Southlands	15,942	15,942	40	40
Treasure Road	520	520	-	-
Welshpool	15,122	15,122	36,119	36,519
Wharf Street	130	130	-	-
Total	252,316	331,687	157,115	173,419

Table 5: Input floorspace, City of Canning activity centres, 2013-2031

Office

Current supply was estimated using floorspace data from the Department of Planning's LUES.

Activity Centre	Office Floorspace (m² NLA)
Aspley Road	260
Barbican Street	-
Bentley	6,250
Bentley Regeneration Project	-
Canning Vale	233,850
Cannington	62,430
Central Road	100
Chapman Road	170
East Cannington	-
Eureka Road	80
Glenmoy Avenue	530
High Road Corridor	17,480
High Road	-
Hilrowe Group	-
Hillview Terrace	-
Livingston	890
Lynwood Avenue	310
Manning Road	-
Mills Street	1,180
Parkwood Square	510
Queens Park	100
Riverton Drive	2,120
Riverton Drive East	-
Sevenoaks Street	1,270
Shelley Hub	480
Southlands	1,340
Treasure Road	100
Welshpool	328,170
Wharf Street	-
Total	657,620

Table 6: Input Office floorspace, City of Canning activity centres, 2008

An additional supply of 80,500m2 future floorspace in the Cannington Strategic Metropolitan Centre was allocated in line with the levels shown in the Canning City Centre Activity Centre Plan. Most District Centres are expected to need a small amount of additional office floorspace to primarily service the local catchment and complement any retail development. This will help District Centres to meet the mixed-use target and should not detract from the role of Cannington as a Strategic Metropolitan Centre. Anticipated growth of office floorspace within the Canning Vale and Welshpool industrial centres is conservative, consistent with their current industrial functions. Most additional activity is assumed to come from the manufacturing and construction industries.

Activity Centre	Projected Floorspace (m²)				
	2013	2016	2021	2026	2031
Cannington	62,430	70,480	78,540	110,740	142,940
Bentley	6,250	6,670	7090	8,790	10,480
Riverton	2,120	2,430	2750	4,020	5,280
Southlands	1,340	1,610	1870	2,930	3,990
Livingston	890	1,130	1370	2,330	3,290
Welshpool	328,170	331,690	335,210	349,290	363,370
Canning Vale	233,850	236,890	239,920	252,060	264,200

Table 7: Projected floorspace, office uses, City higher-order activity centres and industrial areas, 2013-2031

12.6 Tourism and Visitors, including Attractors and Facilities

Tourism in the City is limited. In the 5 years up to 2014/15, international visitors to the City were more likely to be visiting friends and relatives, accounting for 43.0% of all visitors compared to 30% in Greater Perth (Economy.id). The City also has a large proportion of international visitors coming for education purposes, 16% compared to only 4.5% for Greater Perth (Economy.id).

There are no areas set aside specifically as tourism development areas in the City. There is not a perceived need for such a category within the City. Provision for mixed-use developments within the Canning City Centre will allow for short term accommodation and other facilities relevant to the local tourism market.

Some of the major attractions in the City are:

- Canning River
 - Westfield Carousel Shopping Centre
 - Kent St Weir
 - Canning Eco Education Centre
 - Woodloes Homestead
- Burrendah Reserve
 - Shelley Beach and foreshore
 - Whaleback golf course
 - Canning Town Hall
 - Canning War Memorial
- Convict Fence
 - Canning Agricultural Horticultural and Recreational Society
 - Cannington and Riverton Leisureplexes

12.7 Recreation and Public Open Space (POS)

The City manages 278 separate parcels of outdoor spaces (625 ha). These include active (sporting) spaces (157 Ha), passive parks (265 Ha), bushland (66 Ha) and other undeveloped and drainage areas varying in size from 190m2 to 36ha, which are not necessarily owned or vested in the City. A total of 1018.02 ha of POS are currently provided across the City. 23.8ha of publicly accessible POS is currently undeveloped, within Welshpool, East Cannington, Queens Park and of Canning Vale (industrial area to the north of the suburb).

Accessibility to POS within the City of Canning is generally good with:

- 26.1% of residents having access to a pocket park within 300m walking distance.
- 36.8% of residents having access to a local park within a 400m walking distance.
- 85.7% of residents having access to a neighbourhood park within an 800m walking distance.
- 90.9% of all residential cadastre having access to a district park in the City within 2km of the cadastre boundary.
- 97% of the total City having access to regional parks within 10km from home.
- 58.1% of all residential cadastre having access to a playground in the City within 400m walking distance.
- 92.6% of the City's population having access to sports spaces, when combining the neighbourhood and district sports parks.
- 178 of all 209 parks (85%) located within 400m of a bus stop.
- Approximately 20% of the current resident population in the City having access to river foreshore within 800m of their properties.

Most sports space is well utilised. Most POS areas have recreational, sporting, natural and ecological value and should be retained. The City has a significantly high level of hard surface that could be reduced and/or offset by additional native tree and/or bush planting. Incidental POS which has limited social, sport or recreational function would potentially provide a mechanism to assist in offsetting heat island effect across the City.

12.8 Community Facilities

The City owns and manages community facilities, halls and youth and aged care accommodation to support the services it provides to the community:

- 21 community centres and halls;
- Cannington and Riverton Leisureplexes;
- Bentley, Cannington, Willetton and Riverton libraries;
- Lynwood, Bentley and Willetton Youth Centres; and
- Canning Lodge - Residential Care, (40 low care and two respite beds).

The City has an even spread of community organisations that use the City's facilities. They fall into the following categories of sport, social, environment and child and family. The following suburbs are at capacity in relation to City run facilities; Cannington, Parkwood, Ferndale, Willetton and Wilson. However, there is some capacity in the following suburbs East Cannington, Canning Vale, Bentley, Lynwood, Queens Park/Welshpool, Rossmoyne and Shelley.

12.9 Cultural Heritage

Aboriginal Heritage

The original inhabitants of land within the City are believed to have been the Beeliar and Nyungar Aboriginal people. The Canning River is of significance to the Nyungar people as having been created by and sacred to the rainbow serpent 'Waugal', a dreamtime spirit taking the form of a giant snake. The traditional Nyungar name for the Canning River is 'Dyarlgard', signifying a 'place of abundance.' It was an area occupied by both tribes (SRT 2010). The spirit of the river system is the running soul of the Nyungar people (SWALSC, 2010).

There are a significant number of registered Aboriginal heritage sites in the City. Some large sites have been recognised in the north-eastern section of the City, along the northern shore of the Canning River and in the centre of the southern industrial zone of the City. It is recognised that sites may exist that have not been registered

Name	Type
Sheffield Railway A + B	Artefacts/Scatter
Bush Railway	Mythological
Swan River	Mythological
Canning River	Artefacts/Scatter
Luyer Avenue Swamp	Artefacts/Scatter
Welshpool Road A,B + C	Artefacts/Scatter
Hardey Road Sandpit	Artefacts/Scatter
Banksia Road S E	Artefacts/Scatter
Eta Railway	Artefacts/Scatter
McDowell Street A & B	Artefacts/Scatter
Banksia Road Swamp	Artefacts/Scatter
Kelso Road	Artefacts/Scatter
Acourt Road	Artefacts/Scatter
Beaton Street, Wilson	Artefacts/Scatter
Clontarf East Field Site 1	Ceremonial
Wardup	Midden/Scatter
Kent St Weir – Midden Material 01	Midden/Scatter
Adenia Midden	Midden/Scatter

Table 8: Registered Aboriginal sites in the City.

Post European Settlement Heritage

European settlement in the City dates from 1829, with land used mainly for farming, market gardening and timber milling. Until the 1870s the population was small, with settlement mainly along Albany Road (now Albany Highway). The opening of the South-Western Railway in 1893 prompted some further growth through the early 1900's. However, the post war years have seen the most rapid residential development, with the population of the City increasing from about 24,000 in 1966 to over 98,355 in 2015 estimated resident population (Profile id, 2016).

The two major European settlement heritage sites in the City are Mason's Landing and Woodloes Homestead.

Name		Type	
1	Canning Town Hall	State Register of Heritage Places	
2	Canning War Memorial	State Register of Heritage Places	
3	Casteldare Boys Home (fmr)	State Register of Heritage Places	
4	The Chapel of the Guardian Angel	State Register of Heritage Places	
5	Convict Fence	State Register of Heritage Places	
6	Kent St Weir	State Register of Heritage Places	
7	Fmr Sikh Cemetery	State Register of Heritage Places	
8	Woodloes Homestead	State Register of Heritage Places	Town Planning Scheme Schedule C – Heritage List

Table 9: Places of heritage significance

12.10 Rural Land Use

Special Rural zones allow rural residential land use and help retain a rural landscape. The City has two special rural zones – one site has the Canning Vale Boarding Kennels and Cattery and the other has single houses on large lots with provisions to retain native vegetation.

12.11 Urban Design and Character

The residential character of the City is varied. There are river frontage properties in Shelley, Rossmoyne, Wilson and Ferndale. Canning Vale is the newest suburb, while the oldest suburb is Cannington, with the City's oldest housing to be found in St James, Wilson and Lynwood. The City is typified by single house residential development, with bulky goods commercial and industrial development in specific locations (Welshpool and Canning Vale). Westfield Carousel Shopping Centre is the primary focus of activity within the Canning City Centre.

The City's Local Planning Policy LP. 06 Design Advisory Committee and Assessment of Significant Developments sets out the parameters for assessment of significant developments within the City to optimise land use and design quality outcomes. The design principles set out in the policy are:

- character – a place with its own identity,
- continuity and enclosure – where public and private spaces are clearly distinguished,
- quality of public realm – a place with attractive and well-used outdoor areas,
- ease of movement – a place that is easy to get to and move through,
- legibility – a place that is easy to navigate,
- adaptability – a place that can change easily,
- diversity – a place with variety and choice,
- Response to site and context,
- overall design quality and functionality,
- appropriateness of materials and finishes,
- resource efficiency,
- public art (where applicable),
- advice in relation to a Structure Plan or local planning policy, if applicable.

12.12 Traffic and Transport

The predominant method of travel to work for residents of Canning is private vehicles. 68% of residents use this mode either as a driver or a passenger (ABS Census Journey to Work 2011). This demonstrates the high car dependency for residents of the City, which is similar to most other local governments in the Perth metropolitan region. The proportion of residents travelling to work by more sustainable modes (public transport, walking, cycling and motorbike) has increased from 12.7% in 2006 to 16.1% in 2011 and the public transport mode share (particularly bus and train) exceed the inner Perth average. This trend is consistent with the general trend in Perth of higher public transport use in the past 5-10 years.

The proportion of households known to have access to at least one motor vehicle in the City increased from 86.7% in 2006 to 88.4% in 2011. The most significant increase has been in the proportion of households with access to three motor vehicles (increasing from 17.6% in 2006 to 20.2% in 2011) (Profile.id 2014). The increase in car ownership could be associated with the increase in the proportion of households comprising unrelated individuals sharing a family household and group members sharing rented properties, such as students.

Roads

The road networks in the City cater for local traffic movements, as well as longer distance regional trips. There are several significant geographical constraints to traffic movements across the City. These include the Canning River, the Armadale/Thornlie railway line and the Kenwick-Jandakot freight rail line. These constraints funnel traffic into a small number of bridges and railway crossings at certain locations. This creates severe congestion hotspots in the peak periods. Several roads are now at capacity and congested.

The existing road network is an established one with very limited opportunities for expansion or alteration. The distributor road network plays a vital role in moving traffic, public transport, cyclists, freight and pedestrians around. With the proposed increase in activity and intensity in the Canning City Centre area, new roads and connections may need to be established. Several important roads in the City play a major role in connecting suburbs of the Perth metropolitan area and the central business district. The main important links are Roe Highway, Albany Highway, South Street/Ranford Road, Orrong Road and Leach Highway. These roads are controlled by Main Roads WA and are identified in the Metropolitan Region Scheme. Public Transport

Public transport services within the City are managed by the Public Transport Authority and include buses and trains. Beyond the movement of people, public transport contributes on several different levels to the makeup of the City as a vibrant, mixed-use centre. It will also play an increasingly important role in the future sustainability of the area.

The City is well served by three rail stations on the Armadale/Thornlie line, Cannington Station, Welshpool Station and Queens Park Station. Beckenham, Bull Creek and Murdoch Stations are situated just outside the City's boundaries. The high frequency public transport routes linking to these stations also contribute significantly to the future sustainability of the area.

The same geographic constraints that affect the road network (the Canning River, the Armadale/Thornlie rail line and the Jandakot-Kenwick freight rail line) also impact on the bus network, but nonetheless, the City is well served by buses. Most bus services in the western part of the City feed into Bull Creek and Murdoch rail stations, while Cannington Rail Station and Westfield Carousel are the primary focus for bus services in the eastern part of the City. Bus services to and from Curtin University are also very important.

A bus service along Albany Highway from Armadale to Perth serves local trips. The Welshpool and Canning Vale industrial areas are difficult to serve well by public transport, but Transperth has some services which serve these areas.

There are three road bridges across the Canning River, at Leach Highway, Fern Road and Nicholson Road. Traffic (including buses) is funnelled through these choke points. Nicholson Road Bridge over the Canning River accommodates eight bus routes at present and is a traffic congestion hot spot. Buses are significantly delayed by traffic congestion in peak periods.

With the potential introduction of Light Rail Transit, passenger demands on the public transport network serving the City are forecast to increase significantly.

Cycling and Walking

Cycle use is increasing within the City, both for commuting and recreational purposes. There is an extensive network of footpaths and pedestrian facilities across the City. The quality of these networks and facilities varies. The City is primarily responsible for this localised network and must ensure that it caters for a wide range of users of varying abilities, ages and interests, together with various forms of user “traffic” (e.g. prams/strollers, wheelchairs, electric mobility scooters, bicycles).

Pedestrian facilities at key locations, including rail stations, have been designed to provide maximum accessibility, but there are locations across the City where provision for people with disabilities requires improvement, such as routes to bus stops and passive open space infrastructure.

In addition to general footpaths, there are several recreational based paths in the City. Local facilities and attractions present a key opportunity to encourage residents to make trips on foot. The number of walking trips made within the City is anticipated to increase significantly by 2031.

Freight

The eastern region of Perth comprises major air, rail and road transport infrastructure servicing passengers and freight on local, regional, national and international levels. The region also services WA's construction and resources sector to a high degree. The major southeast metropolitan passenger rail route passes through the northern parts of the City while the major freight railway runs east/west through Welshpool and Canning Vale, continuing to the port facilities in Fremantle.

Parking

Parking provision in the City comprises a mix of on and off-street, public and private, short and long stay, which serve various users including residents, local businesses and commuters. Parking is provided at rail stations in the City and disabled parking provision and kiss and ride facilities are also available at the stations.

Some of the issues the City faces regarding parking are:

- There is currently a shortage of Park and Ride bays at the train stations including Cannington, Queens Park, and Welshpool stations; and
- Major expansion of Westfield Carousel Shopping Centre and Bunnings and other developments will require significant amount of extra parking. Many of these bays will only be used on the busiest days of the year.

Higher densities and lower parking requirements in highly accessible areas provide an opportunity to reduce car dependence.

12.13 Infrastructure Services

Population growth and housing predictions from the Local Housing Strategy were conveyed to water, sewerage and power providers for advice.

Electricity

The anticipated population and housing growth is considered as natural/underlying load growth, no special connection requirements are anticipated considering the overall re-zoning area. Developed areas would likely be connected to the nearest available network. However, each individual development would require a formal connection application to Western Power (by the developers) and each would be assessed on a case by case basis.

Gas

ATCO Gas Australia's models are forecast every 5 years. The latest available modelling is 2020. Based on this model, some minor gas reinforcement might be required in Burton St/Manning Rd. ATCO Gas Australia monitor gas pressure and loads throughout the network and reinforce as required if/when infill reaches certain levels.

Water and Sewerage

The water and sewerage network can generally accommodate increases in population with some ongoing upgrades to infrastructure undertaken by the Water Corporation. Increases in density in specific areas may result in developers having to pay to upgrade local infrastructure.

Problems with water pressure are typically seen in cul-de-sac developments where local water connections were only designed to service a limited number of lots. In such cases, developments in the cul-de-sac would be required to pay for upgrades to infrastructure.

13 Opportunities for and Constraints upon Development

This section identifies the opportunities for, and constraints upon development which the City of Canning will face. Their analysis informs the strategies and actions identified in Part One of the Local Planning Strategy.

13.1 Housing

Constraint – The City has no further areas capable of greenfield development

With much of the City built out, all new development will comprise of infill.

Constraint – Availability of affordable housing in appropriate locations is limited

Increasing availability of affordable housing in appropriate locations is important to ensure the area is accessible to low and moderate income earners, particularly key workers.

There may be concern within the existing community on the nature and typology of affordable housing units. This concern needs to be overcome to ensure the community embraces affordable housing options.

In the absence of a legislative requirement for affordable housing units, local authorities can only investigate and offer incentives to the development industry to include affordable housing units within their developments.

Constraint – Accessible dwelling delivery is limited

Ensure an appropriate stock of accessible dwellings is delivered into the future, to provide greater independent housing opportunities for the aged and mobility impaired in the community.

Constraint – Certain areas of naturally occurring intensified use (e.g. student housing) are not designed appropriately for this growth

Increased development potential may provide the impetus for redevelopment of properties into a more appropriate form for growth. However, community perceptions of infill need to be addressed in detailed planning for higher density development, through careful consideration of design and amenity.

Opportunity – The City can accommodate increases in population and the strategic planning direction within Directions 2031

Only limited and modest growth will be required in suburban residential areas as ample opportunities exist for higher density development within activity centres and corridors. Focus on development in and around activity centres and corridors will increase the dwelling capacity of the City, at the same time enhancing housing diversity and choice. This will, in turn, encourage more sustainable transport options.

Opportunity – Infill development in key locations could provide better built form outcomes

Local development plans and design guidelines will likely be implemented in key locations.

Specific built form controls will ensure that developers have responsibility to design and construct buildings which sit comfortably within their surroundings. This is fundamental to ensuring redevelopment is attractive, interesting and functions well in the urban context.

Opportunity – Housing potential along transport routes is currently under utilised

The close presence of an efficient, reliable public transport system provides value uplift to nearby properties. Coupled with an increase in development potential, this provides a strong opportunity for redevelopment of existing building stock to provide better connections with public transport infrastructure.

13.2 Transport

Constraint – Lack of connectivity within the City Centre

New roads may be required to support the Canning City Centre Activity Centre Plan. The Circle Line bus route servicing the Cannington Strategic Metropolitan Centre is impeded by the lack of local roads, while the Southern Link Road has not been completed. To build new roads, the City may need to establish road reserves and liaise with landowners. Community/landowner opposition and land acquisition may be challenges for any new roads required to support the Activity Centre Plan.

Constraint – Congestion, road capacity and lack of bridges across the Canning River impedes easy access to public transport

Congestion spots across the City can delay travel time, especially for people trying to use public transport. Widening of existing bridges, could provide better public transport connections and alleviate congestion across the Canning River.

Constraint – A lack of end of trip facilities deters people from cycling and walking within the City

Minimum provisions for both public and private developments should be incorporated in the scheme.

Constraint – The current planning framework requires significant car parking for developments which has resulted in built form dominated by car parking

The current planning framework specifies a high parking rate and no cap on parking provision for development. In addition, no consideration is given to proximity to public transport. This not only puts constraints on the floor space or number of dwellings that may approved but often results in large areas of land taken up by hard stand.

Constraint – Current parking requirements in the City Centre could lead to under-utilisation of land

Major expansion of Westfield Carousel and other significant developments will require a large amount of extra parking. A significant proportion of these bays will only be used on the busiest days of the year.

Opportunity – Integrate the planning of land use and infrastructure at key transport nodes and corridors

Establishing and accepting rail as a key transport mode and connecting it with bus transfer infrastructure leads to integration of land use planning around key transport nodes and corridors. Easy access to good public transport and broader facilities helps to generate demand for higher density development.

Opportunity – Increase road reserves where needed, to provide for public transport lanes and improve commuting time

Increasing the size of road reserves in redevelopment areas will help plan for future growth in traffic and public transport. Higher density redevelopment may result in increased general traffic and higher demand for public transport. Wider reserves will be able to accommodate dedicated public transport lanes and improve access to key areas.

13.3 Commercial and Activity Centres

Constraint – Low performance of activity centres and lack of housing to support them

The higher-order centres are performing below average for centres within the metropolitan region, indicating relatively low residential densities within the centres’ walkable catchments, as well as a relatively low plot ratio score for non-residential uses. Higher density development potential in accessible and convenient areas near activity centres, would be beneficial for the centres by increasing the customer base and providing opportunities for increased diversity.

Activity corridors throughout the City demonstrate high performance in terms of commercial floor space intensity, but low yields in relation to residential density. An increase in density in strategic locations is beneficial in the same way as it is for higher order centres mentioned above.

Constraint – Lack of diverse retail uses

Lack of diverse retail uses can reduce the attractiveness of activity centres and lead to the community patronising centres outside the City. Increasing the diversity of retail uses will lead to more diverse and attractive and ultimately, more successful centres.

Constraint – Low performance of activity centres

Some activity centres are identified as underperforming based on their level in the activity centre hierarchy. This reduces the attractiveness of the activity centres as places to engage in multiple transactions, and inhibits future growth in a business-as-usual scenario. A significant shift in the nature and land use mix of underperforming activity centres will be required to maximise their performance.

Constraint – Density pressure over low-density industrial areas

There is pressure to increase the density of buildings within industrial centres, which risks locking up valuable, well-located industrial land and preventing the establishment and ongoing operation of spatially-extensive businesses. This also serves to limit the flexibility of industrial areas into the future.

Opportunity – Increase housing capacity in key areas

Higher density development in accessible and convenient areas, near activity centres and corridors will create a strong connection between a larger residential population and surrounding activity and public transport networks. This is beneficial for activity centres and corridors, as it will broaden the customer base, provide opportunities to diversify and increase demand for public transport.

Opportunity – Redevelopment of the Canning City Centre

Redevelopment of Canning City Centre will enhance its status as a Strategic Metropolitan Centre, recognised as a strong, diverse and attractive activity centre.

Opportunity – Increased residential intensity in Activity Corridors

More residential development along activity corridors will help make the best use of existing transport infrastructure, meet residential density targets and add diversity and amenity. There is a strong opportunity to encourage well-designed built form along these corridors in response to location and amenity.

13.4 Infrastructure

Constraint – Infrastructure constraints (transport, water, electricity, gas, sewerage, communications and drainage)

The age and condition of existing infrastructure and the change of focus from suburban to inner urban development means that services will inevitably require upgrading to accommodate any higher density redevelopment. Areas where there may be infrastructure constraints will need to be identified before any redevelopment begins.

13.5 Public Open Space (POS)

Constraint – Limited POS within specific suburbs

POS in Queens Park, East Cannington and St James is deficient. There is limited opportunity for additional POS within St James. However, improved POS and additional POS in surrounding areas may help provide community needs. POS provided through the existing Town Planning Scheme No. 21 will help to improve POS in Queens Park and East Cannington. Projected population growth in Bentley, East Cannington and Cannington, has caused some concern that these suburbs will have a shortfall of POS, particularly competitive sports spaces.

Constraint – Some POS in the City is operating at capacity

Burrendah Reserve, Centenary Park, Coker Park, Prendwick Reserve, Queens Park Reserve, Ranford Reserve, Riverton Reserve, Shelley Reserve and Willetton Reserve appear to be operating at or near capacity. These open spaces will need to be carefully managed in line with projected population growth.

Opportunity – Increased intensity of development within most existing areas can be accommodated without the need for additional land for public open space

The City is generally well serviced by POS with 99.43% of the resident population having access to POS within any catchment. The City can accommodate intensification within many areas with corresponding improvements to the quality of public open space.

Opportunity – Development of new regional POS will provide a higher provision of POS to the community

Development of Queens Park and Canning Vale Regional Open Spaces will help take some pressure off existing active open spaces. Considering projected population growth, POS will need to be carefully managed to maintain a high level of amenity.

Opportunity – Provide high quality POS in project areas

Bentley Regeneration Project Local Structure Plan will provide high quality POS within Bentley, helping to offset any shortfall in POS as the population increases. Opportunities exist through the Canning City Centre Activity Centre Plan to provide additional POS within Cannington. Additionally, opportunities exist to improve access to and use of the Canning River.

Opportunity – Improve capacity of existing POS in response to population growth through higher density development

The capacity of POS can be improved through appropriate management to accommodate population growth in areas where higher density development may occur. This negates the need to provide additional land for POS within these areas.

13.6 Environment

Constraint – Increasing climate change effects

The City will be subject to the effects of climate change i.e. sea level rise and more frequent and severe storms particularly close to the Canning River. The City will need to consider appropriate buffers to high flood areas and encourage water sensitive urban design.

Constraint – Increased hard stand may exacerbate infrastructure stress and urban heat island effect

Increasing density, renovation and property improvements across the City will lead to increased areas of “hard stand” and potentially an increased heat island effect and will have impacts on drainage and infrastructure. The City will need to consider appropriate vegetated private and public open space and water sensitive urban design to address this.

Constraint – Sustainability of built form development within the City is still limited

The planning framework needs to find ways to encourage environmentally responsible built form. Mechanisms and incentives focused around smaller scale residential development, such as single houses and grouped dwellings, as well as targeting significant built form, could form part of this approach.

13.7 Biodiversity

Constraint – A lack of ecological links between existing habitats

Natural areas in the City are fragmented and small. Ecological linkages can help to maintain and protect existing biodiversity by providing stepping stones for fauna to move from one habitat to another. Ecological links identified in the Biodiversity Strategy can be developed to provide for movement of fauna within the City.

Opportunity – Provide an adequate protection for conservation reserves, flora and fauna

The City has areas of significant bushland and waterways with some areas under threat from development. There is an opportunity to protect and conserve these areas through the planning framework.

13.8 Water

Constraint – Limitations in promoting or mandating water management

The City is largely developed; opportunities for improved water management through the planning process are limited to the lot, small-street and precinct scales.

Opportunity – Promote water sensitive urban design

Integration of water management with urban development and the natural environment can provide better water sensitive outcomes.

13.9 Community Facilities and Health

Constraint – Increased demand for extra services (and therefore facilities)

Increased population and intensity in certain areas of the City will create increased demand for extra services (and therefore facilities).

Opportunity - creation of a built environment that encourages healthy living

The opportunities from mixed use, alternative public transport options, improved public open space, community facilities and enhanced natural environment substantially contribute to the health and wellbeing of the community.

13.10 Heritage

Constraint – The City's heritage has been largely lost

Over the last 20 years, many properties on the City's Municipal Heritage Inventory have been lost. Very few properties with heritage value remain, but there are opportunities to expand and improve those heritage properties which do remain through management, infrastructure and formal protection.



14 Acronyms

- ABS - Australian Bureau of Statistics
- BRPLSP - Bentley Regeneration Project Local Structure Plan
- CCCACP - Canning City Centre Activity Centre Plan
- CMPSRS - Central Metropolitan Perth Sub-Regional Strategy (Draft)
- CBP - Corporate Business Plan
- D2031 - Directions 2031 and Beyond
- EPA - Environmental Protection Agency
- EMS - Environment Management Strategy
- ITS - Integrated Transport Strategy
- LCACS - Local Commercial and Activity Centres Strategy
- LHS - Local Housing Strategy
- LPS - Local Planning Strategy
- MRS - Metropolitan Region Scheme
- PMTS - Perth Metropolitan Transport Strategy
- POSS - Public Open Space Strategy
- PTA - Public Transport Authority
- QPLSP - Queens Park Local Structure Plan
- SPS - State Planning Strategy 2050
- SCP - Strategic Community Plan
- TPS40 - Town Planning Scheme No. 40
- TOD - Transit Orientated Development
- WMS - Water Management Strategy
- WABN - Western Australia Bicycle Network Plan
- WAPC - Western Australian Planning Commission

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