



# Canning Highway Precinct Design Guidelines

<b>Policy Type: Local Planning Policy</b> <b>Policy Owner: Director Urban Planning</b>	<b>Policy No. LPP1.11</b> <b>Last Review Date: 20 September 2016</b>
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## Background

Under the provisions of Community Planning Scheme No. 5 the 'Canning Highway Precinct' was designated a medium density residential precinct. Under the provisions of Local Planning Scheme No.6, a range of zonings and densities has been established along Canning Highway to enable the development of appropriate development. Where land within one street block of Canning Highway is zoned 'Residential' or 'Mixed use' applicants shall have regard to this policy.

## Policy Objectives

The objective of this policy is:

- To provide design guidelines for development within close proximity to Canning Highway acknowledging the location of the precinct adjacent to a regional road.
- To ensure development within the precinct is to a high standard, consistent with the surrounding area, and makes a positive contribution to the streetscape.
- To manage the potentially competing demands associated with non-residential and residential development.

## Policy Scope

This policy applies to development on land zoned Residential or Mixed Use within one street block of Canning Highway.

## Policy Statement

### 1 Development Strategies

- 1.1 In accordance with the residential density provisions of LPS6, medium density residential development is encouraged along and within close proximity to Canning Highway. This will assist in the delivery of housing diversity and choice, and in order that full advantage is taken in respect of access to public transport.
- 1.2 All development must respect the established residential character of the locality in terms of scale, external appearance and landscaping.



- 1.3 Non-residential development is to be sited and designed in a sympathetic way to minimise dominance and/or intrusion. It must respect the existing residential character (where applicable), and be complemented by suitable access provisions, adequate off street car parking (in accordance with Council Car Parking Policy), and be suitably landscaped.
- 1.4 Development must have regard to sustainable transport alternatives including pedestrian and cycle networks and facilities.

## **2 Design Principles**

- 2.1 Development must have regard to the following design principles:
  - (a) Buildings must be setback to provide adequate separation from the highway and be sensitive to existing adjoining development.
  - (b) Buildings must be complemented by soft landscaping to provide attractive frontages and buffers. The use of solid front fences must be avoided.
  - (c) Existing landscape features must be retained where possible.
  - (d) The number of vehicle crossovers, and the creation of car parking within frontage areas, should be avoided.

## **3 Public Domain**

- 3.1 In addressing the public domain, development within the Canning Highway precinct is to have regard to:
  - (a) The rationalisation of vehicle crossovers, including the encouragement of reciprocal and shared access rights for developments that abut one another.
  - (b) The location of street trees, landscaping, furniture and directional signs.
  - (c) Opportunities for passive surveillance of the street and public open spaces.



**References that may be applicable to this Policy**

Legislative Requirements:

Local Planning Scheme No.6  
Planning and Development (Local Planning Schemes)  
Regulations 2015

Procedure, Process Maps, Work Instructions:

Other Plans, Frameworks, Documents Applicable to Policy:

Local Planning Scheme No.6

Delegated Authority No:

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**ORIGIN/AUTHORITY**

Ordinary Meeting of Council

20/09/2011

**Item No.**

P11/3247

**REVIEWS**

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