

CITY OF MELVILLE

**LOCAL PLANNING POLICY LPP1.10 AMENITY**

AMENITY STATEMENT FOR 882 CANNING HIGHWAY, APPLECROSS – OFFICE  
BUILDING WITH GROUND FLOOR COMMERCIAL



(SOURCE: DMG, PROJECT ARCHITECT)

## PROPOSAL

Application seeking approval to develop an office building on the subject land with ground floor specialty tenancies (x3) and a food and beverage tenancy.

## SUBJECT LAND

Subject land positioned on the north-western corner of the intersection of Canning Highway and Sleat Road, Applecross.

Currently occupied by two (2) fast food outlets.



SUBJECT LAND: 882 CANNING HIGHWAY, APPLECROSS (SOURCE: NEARMAPS)

## CONTEXT

### Immediate

In the immediate location the land is flanked by a single storey building to the north, used for the purposes of a veterinary centre.

Flanking the property's west side boundary is a mixed-use development consisting of commercial use/s on Canning Highway, and multiple dwellings to the rear.

## Broader

The broader setting is characterised by the developing CBAC, an emergent activity centre in the context of development and the Perth metropolitan area.

CBAC is just 6km from the Perth CBD.

Furthermore, and fundamental to the successful development of activity centres and transit orientated development, the location is well-served by high frequency public transport (this being TransPerth bus services on Canning Highway and the Perth to Mandurah rail line via Canning Bridge train station).

## CONTEXT ANALYSIS



PRESENTED TO THE CITY OF MELVILLE'S DRP (SOURCE: DMG)

Note: the proposal is generally supported by the Design Review Panel leading to the submission of the development application.

## ASSESSMENT OF AMENITY (PART 1)

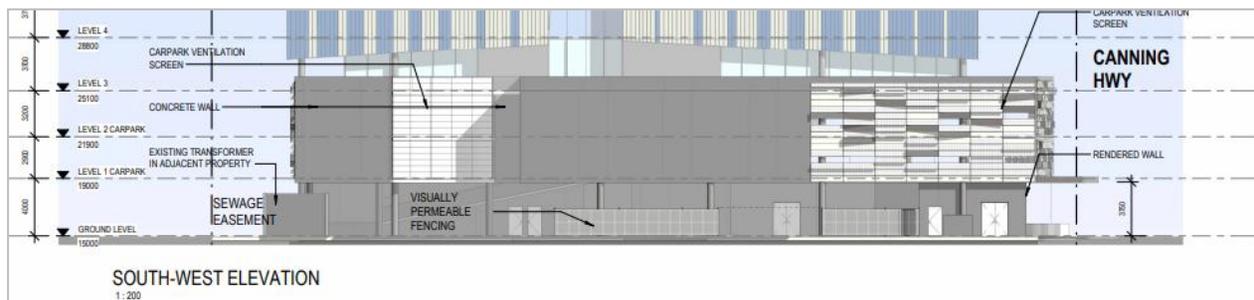
### Key Considerations

Whilst the Design Guidelines contained in Part 1 of the Canning Bridge Activity Centre Plan (CBACP, Element 5) state that *Provisions of privacy and solar access and overshadowing do not apply in Q1 and Q2*, the following review confirms the project will not impact.

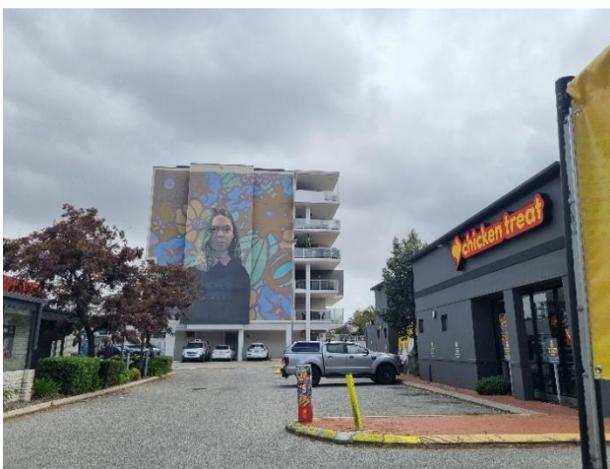
### Privacy

The property adjoining to the north is commercial in use (privacy not a concern).

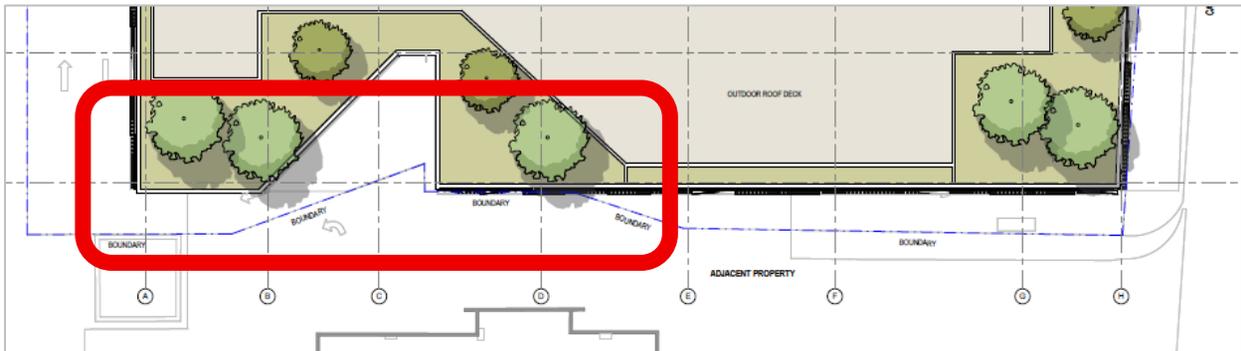
The interface with the property adjoining to the west (880 Canning Highway) will be characterised by the wall enclosing the west side of the proposed building (including the car park levels comprising the podium) and the largely blank wall of the adjacent apartment building (see photos below).



(SOURCE: DMG)



Where there are balconies on the north-east corner of the adjacent apartment building, these will be separated from the proposed development by virtue of the podium deck design and landscaping.



(SOURCE: DMG)



(SOURCE: TDL, PROJECT LANDSCAPE ARCHITECT)

Where the proposed development sits south-east of grouped housing on Jane Road, the outdoor living areas for the grouped houses are on the north-side of the dwellings (privacy not an issue, see below). Aerial source: Nearmaps.

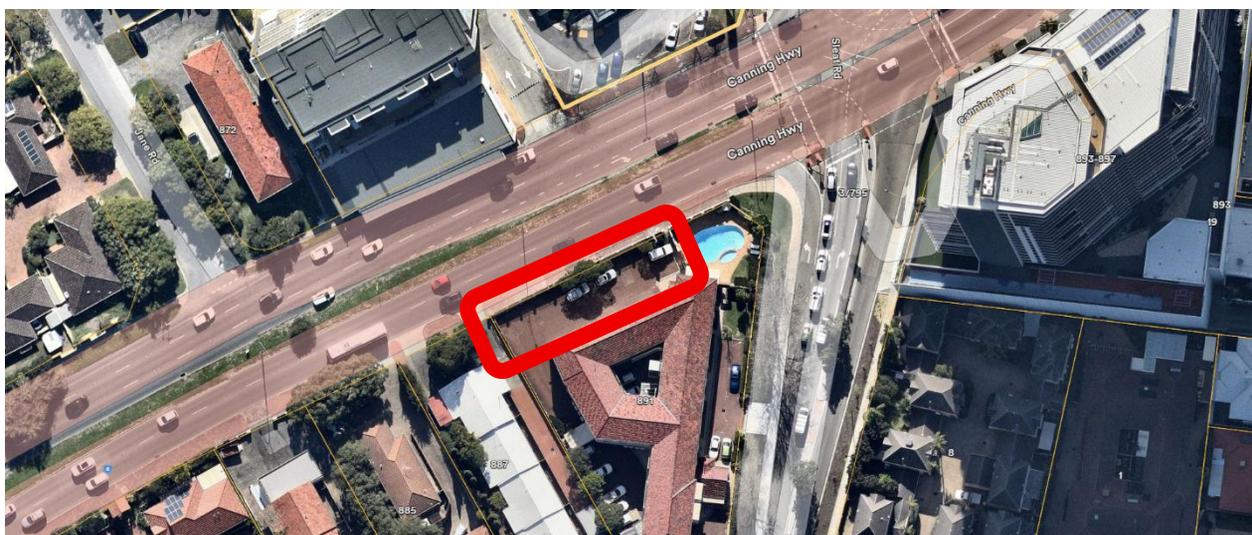


## Solar Access and Overshadowing

Positioned on the north side of Canning Highway and the Canning Highway road reserve, there will be no impact on solar access to adjoining properties nor overshadowing.

As depicted on the overshadowing diagrams prepared by DMG, overshadowing will be primarily across Canning Highway at 9am in the morning, June 21.

At 12 noon 21 June, overshadowing will again be over Canning Highway and the parking area of the motel adjacent (south-west corner of Canning Highway and Sleat Road).



MOTEL CAR PARKING (SOURCE: NEARMAPS)

At 3pm in the afternoon, June 21, overshadowing will be over Canning Highway toward the adjacent building (south-east corner Canning Highway and Sleat Road).



OVERSHADOWING (SOURCE: DMG)

## ASSESSMENT OF AMENITY (PART 2)

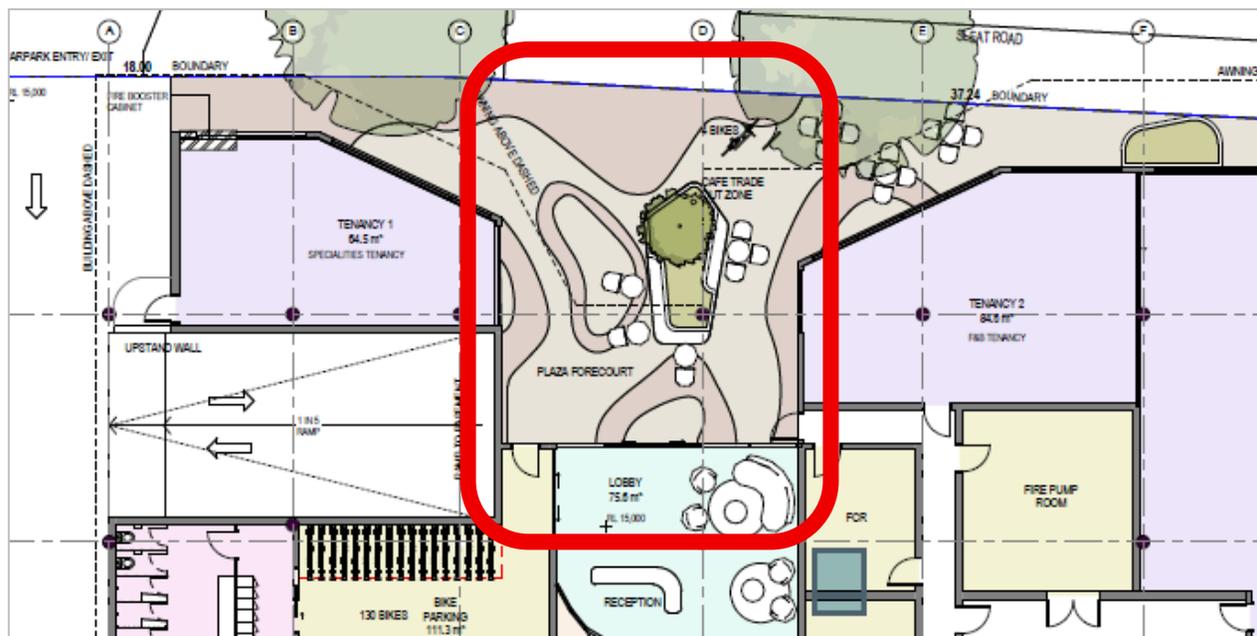
### Design Review Panel

The proposal has been considered and is supported by the City's Design Review Panel (DRP). The DRP has not raised concern in relation to the impact of the proposed development on the amenity of the locality. Rather, the DRP has identified numerous elements that will contribute positively to the amenity of the locality.

### Amenity (Public)

#### Building Entrance

Entry adjacent to Sleat Road clearly defined, inviting point of arrival, with active space(s) attached.

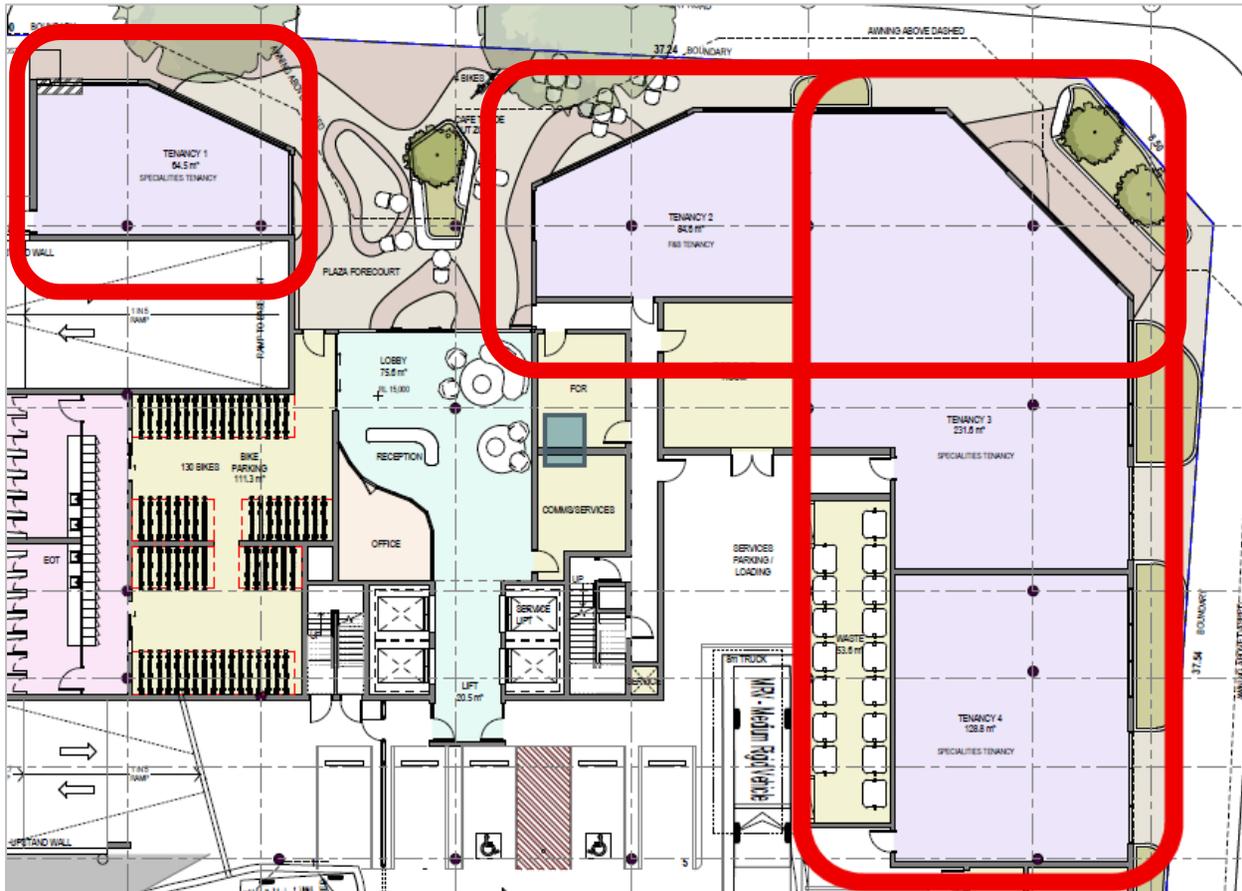


BUILDING ENTRY A FEATURE (SOURCE: DMG)

#### Street Frontage Tenancies

Active uses to sleeve street level of project (Canning Highway and Sleat Road) via the inclusion of 1x food and beverage tenancy and 3x specialty tenancies.

Tenancies proposed (use and location to street edges) to provide for activation (engagement, interest, foot-traffic and surveillance of the public realm).



1X F&B TENANCY AND 3X SPECIALTY TENANCIES @ STREET LEVEL, CANNING HIGHWAY AND SLEAT ROAD (SOURCE: DMG)

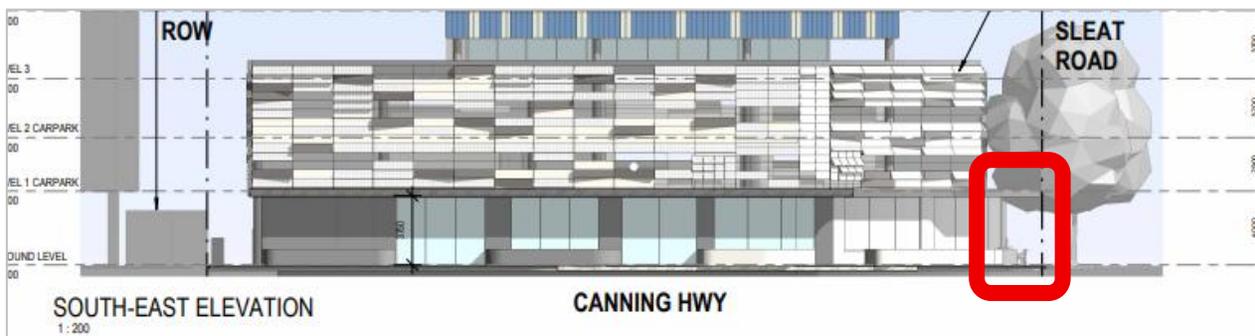
### **Improved Pedestrian Amenity**

Pedestrian environment to be substantially enhanced via weather protection (street awnings) viz a viz the existing situation (photos below).

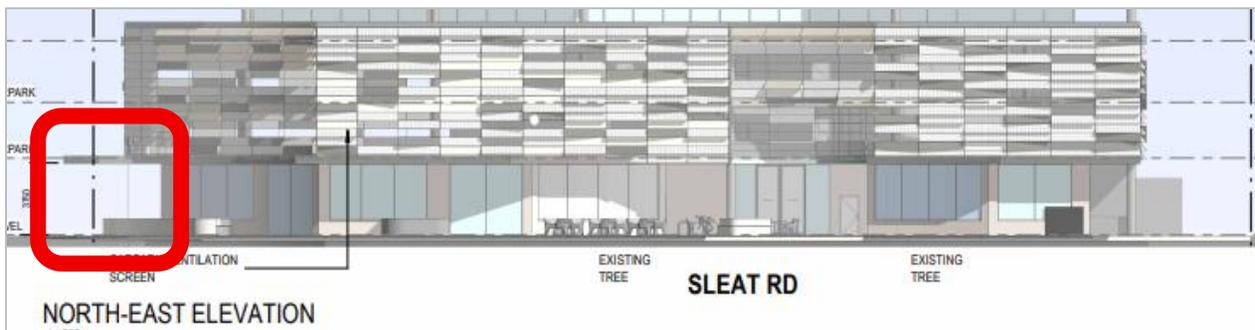


Awnings to extend around base of building i.e. across Canning Highway and Sleat Road frontages.

Awning to also provide weather protection (refuge) for those crossing the intersection of Canning Highway and Sleat Road.



CANNING HIGHWAY, WEATHER PROTECTED PEDESTRIAN ENVIRONMENT (SOURCE: DMG)



SLEAT ROAD, WEATHER PROTECTED (SOURCE: DMG)

## Amenity (Private)

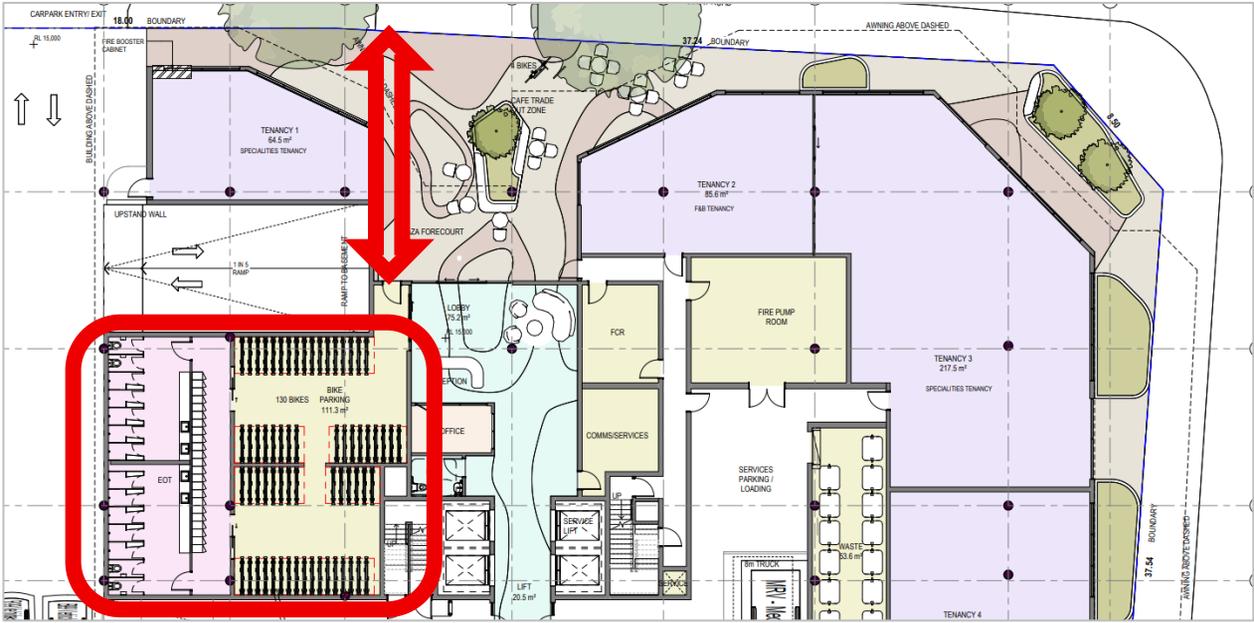
### ***Bike Parking and End-of-Trip (EOT) Facilities***

One of the features of the proposed development is the commitment to alternative transport modes, and in this regard:-

- A large amount of bike parking (130 private bike parks); and
- The inclusion of bona-fide end-of-trip facilities.

Secure bike parking is proposed at-grade (street level), with convenient access directly off Sleat Road via the street level plaza forecourt.

Adjoining the bike parking is end-of-trip facilities including: lockers, showers and toilets for employees that might walk, run or ride to work.



ON-SITE, SECURE BIKE PARKING AND 'EOT' FACILITIES (SOURCE: DMG)

**Podium Level Roof Deck & Garden**

Expansive amenity for building occupants.



(SOURCE: DMG)



(SOURCE: TDL)

## Wind

To counter the affects of wind, the development proposed has been designed to ensure the environment at street level – the public domain – is comfortable, enjoyable and safe.

Specifically, to address the negative affects of downwash from the building's facades, the following is proposed:-

- The entrance to the building via the plaza forecourt involves a space that will be recessed off Sleat Road. The approach will provide for a comfortable entry to the building and a useable space in association with the positioning of the food and beverage tenancy (in particular); and
- Awnings that skirt the street level of the building, dissipating wind from the base of the building.

Being a tower that extends centrally from a podium also counters wind as an issue.