

Our Ref: CGC-48(3)

5 September 2025

City of Melville
10 Almondbury Road
BOORAGOON WA 6154

Attention: Troy Cappellucci, Principal Statutory Planner

Dear Troy

**882 CANNING HIGHWAY, APPLECROSS – OFFICE BUILDING WITH GROUND FLOOR
COMMERICAL**

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

The application presents what might be the first purely non-residential development of note, inside the Canning Bridge Activity Centre (CBAC), on the prominent corner of Canning Highway and Sleat Road.

Where the development of the CBAC is concerned, the project stands to make a significant contribution in the following areas:-

- Broadening the economic base of the centre and the creation of jobs;
- Increased foot traffic and daytime activity in the centre (supporting other aspects to the local economy);
- A reduced reliance on private vehicle use via the potential for employees to live closer to the work place, with those commuting using public transport integral to the centre's establishment; and
- An overall enhanced vitality of a rapidly developing urban area via a significant contribution toward a stronger mix of uses, delivering improved vibrancy and engagement associated with such i.e. for residents, the local workforce and visitors to the location alike.

Where the planning framework applies to the land and location, the use and proposed development are considered to generally accord, making the subject proposal acceptable.

The purpose of this submission is to provide the background to the proposal, describe the site and its setting, and the applicable planning framework.

The submission also presents the suitability of the proposal viz a viz the various planning objectives and requirements that apply to the use, land and location.

The application is made on behalf of the owners of the land, with the plans and elevations prepared by DMG Architecture.

BACKGROUND

Pre-ceding the compilation and submission of the application, the proposal has been the subject of communications with the City of Melville's planning team, with presentation to the City's Design Review Panel (DRP) taking place on two (2) occasions.

In the first instance a meeting was held with the City's planners' in December 2024. The meeting provided for:-

- A general discussion around intentions for the land; and
- A general discussion around the planning framework.

Where the City's DRP is concerned, the likelihood of attendance at two (2) meetings was advised, with this having taken place.

Design Review Panel Meeting 1

The first DRP meeting was held at the City's offices 8th of May 2025. In the minute's provided post-meeting, the '*Concluding Remarks*' read as follows ...

The Panel thanks the Applicant for presenting early in the design process. The Panel is broadly supportive of the design approach and the contribution it could make to the Canning Bridge precinct and acknowledges that the design shows significant promise.

However, the Panel is of the view that there is still scope for further refinement, particularly in relation to the way the tower component and the ground floor street interfaces are articulated. There is also a need for matters of sustainability to be explored and documented in more detail.

Whilst the Panel does not typically support un-sleeved podium parking to the street, it is acknowledged that this an office building rather than a residential building, and the proposed podium treatment has a visual richness that could be exemplary if well executed.

The need to further refine the design against all of the 10 SPP7 design principles is particularly relevant in the context of the additional height requiring the design to be considered exemplary. Given the progress made on the design to date, the Panel's view is that this target is readily within reach.

The Panel looks forward to seeing the next iteration of the design in due process.

Design Review Panel Meeting 2

The second DRP meeting was held at the City's offices 2nd July 2025. In the minute's provided post-meeting, the 'Concluding Remarks' read as follows ...

The Panel thanks the Applicant for returning to present the design, which is broadly supported and has been improved through design refinements and more information. Whilst the Panel does not have concerns about the additional height from a design perspective, it acknowledges that in the planning framework the additional height is contingent on the design achieving 'design excellence' (i.e. 10 'greens'). In this respect, the Panel acknowledges that design is close to achieving that threshold. However, the Panel remains unconvinced at this stage in respect to the quality of the public realm interface at ground floor and the expression of the tower, particularly in relation to the 'crevice' on the front elevation.

The Panel has provided commentary in the relevant 'Area for improvement' sections above. The Panel's view is that the matters of the public realm interface and the tower expression can be readily resolved, and the Applicant is strongly encouraged to address these matters given that 'design excellence' is within grasp.

The Panel has identified other minor concerns that can also be readily resolved at this stage or through the detailed design process.

Given the progress made in the design review process, the Panel's view is that the design does not need to return to the DRP and the subsequent updates to the design can be reviewed by the DRP Chair.

Attendance, presentation and the rigour associated with the DRP process has provided for definitive improvements to the proposed development. These improvements will be reflected in the form, detailing and appearance of the future building in its context – and importantly, the way it contributes positively at street level to the public realm, and as a place to work in the tower above.

The functional and sustainable aspects to the project have also been enhanced by contributions resulting from the DRP process.

The required updates following the second DRP meeting have been incorporated into the development application plan set and accompanying information for consideration for the DRP Chair.

SUBJECT SITE, LOCATION AND SETTING

The land subject of the application is described as Lot 189, on Deposited Plan 72151, held in Certificate of Title Volume 2807, Folio 845.

Known as 882 Canning Highway, the land is positioned on the north-western corner of the intersection of Canning Highway and Sleat Road, Applecross.



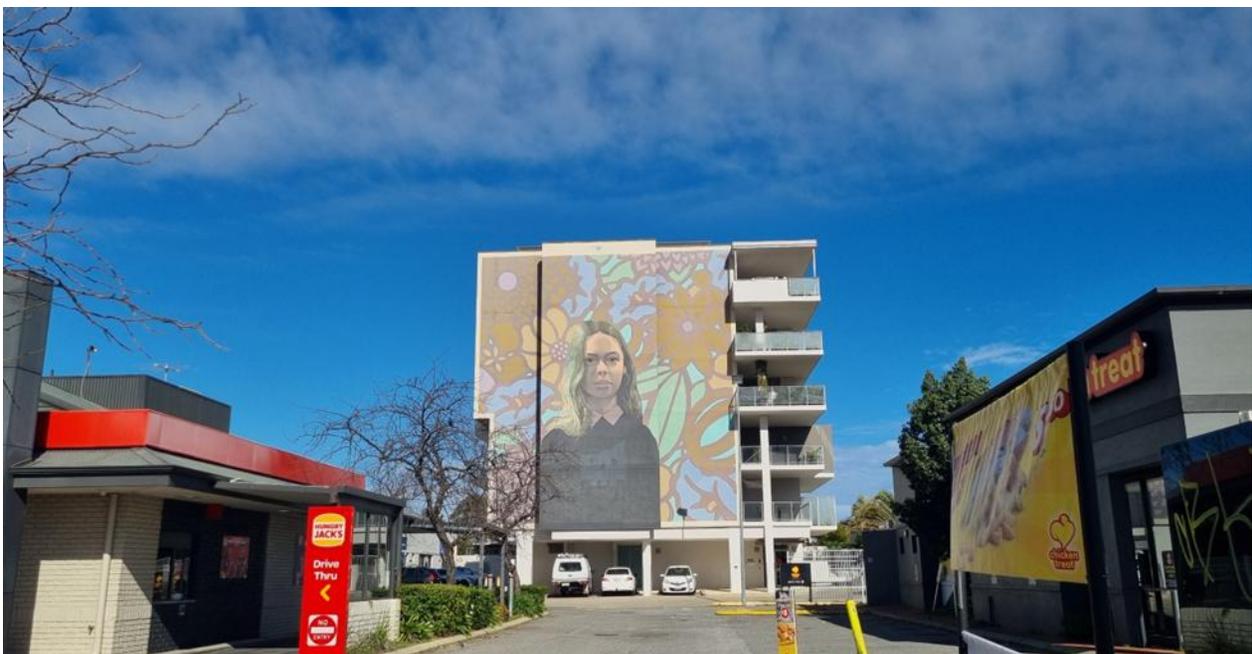
882 CANNING HIGHWAY, APPLECROSS – IMMEDIATE CONTEXT (SOURCE: NEARMAPS)

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



9 SLEAT ROAD ADJOINING TO THE NORTH

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.

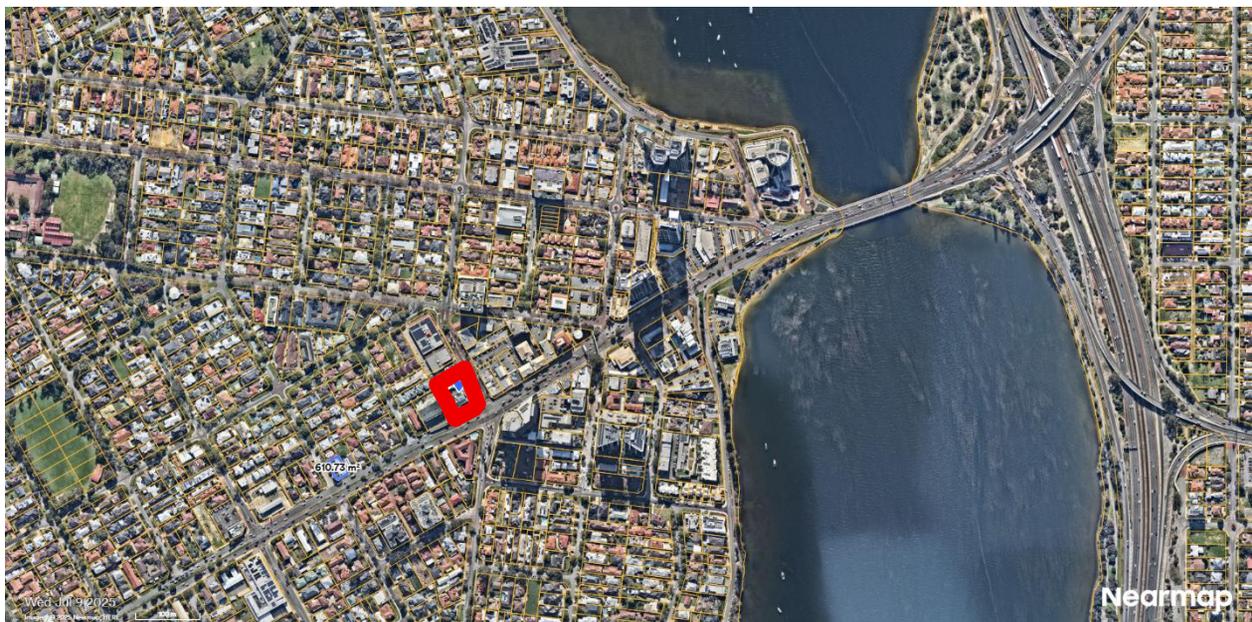


880 CANNING HIGHWAY ADJOINING TO THE WEST (APARTMENTS TO REAR, VIEWED THROUGH SUBJECT LAND)

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).



882 CANNING HIGHWAY, APPLECROSS – BROADER CONTEXT (SOURCE: NEARMAPS)

As mentioned, the proposed use and development will set itself apart from existing towers developed to date, being for office use not residential. The purpose of stating as much, is the use and development will take place in a location targeting mixed-use development by virtue of the framework informing the planning of the CBAC.

PLANNING FRAMEWORK

Metropolitan Region Scheme (MRS)

The land is zoned 'Urban' under the *Metropolitan Region Scheme*, with Canning Highway a 'Primary Regional Road'.

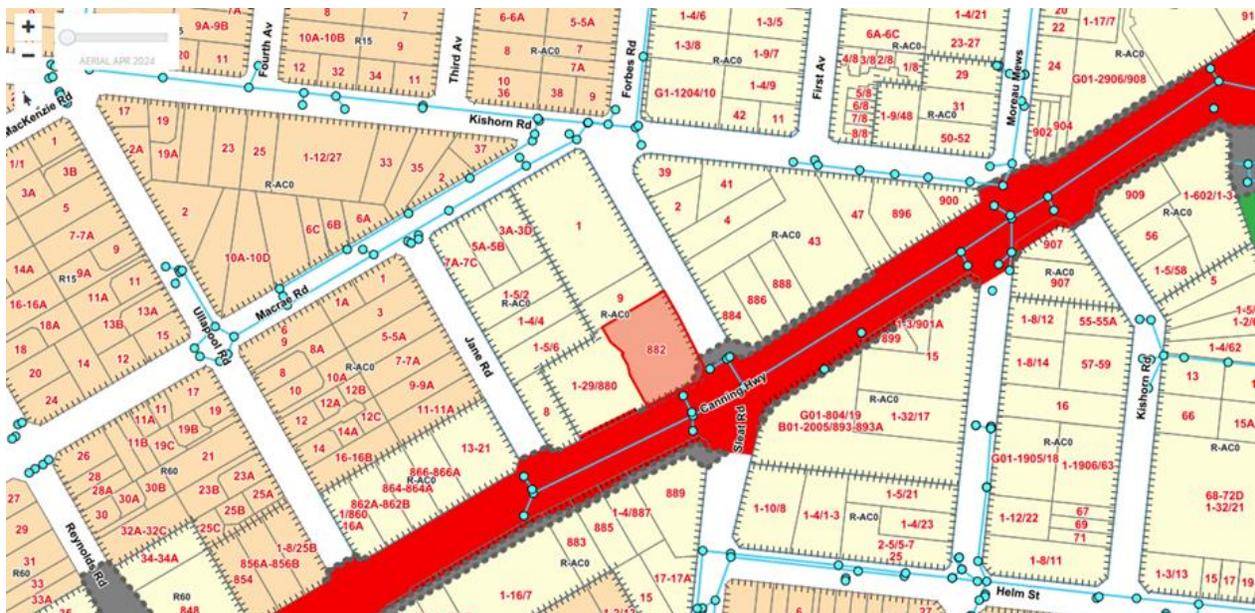


MRS (SOURCE: WAPC)

A *Planning Control Area* also applies to a small portion of the subject land, across Canning Highway and the corner truncation adjacent to the intersection.

City of Melville Local Planning Scheme No.6 (LPS6)

The land is zoned 'Centre C2' under the City of Melville's *Local Planning Scheme No.6* within the CBAC precinct.



CITY OF MELVILLE LPS6 (SOURCE: CITY OF MELVILLE)

As stated in the Zone objectives in LPS6 for the Centre C2 zone ... *District Centres subject to activity centre plans: to provide for District Centre development focusing on weekly needs and services a wider district catchment giving due regard to the relevant activity centre plans.*

The applicable activity centre plan to the subject land and location is the *Canning Bridge Activity Centre Plan*.

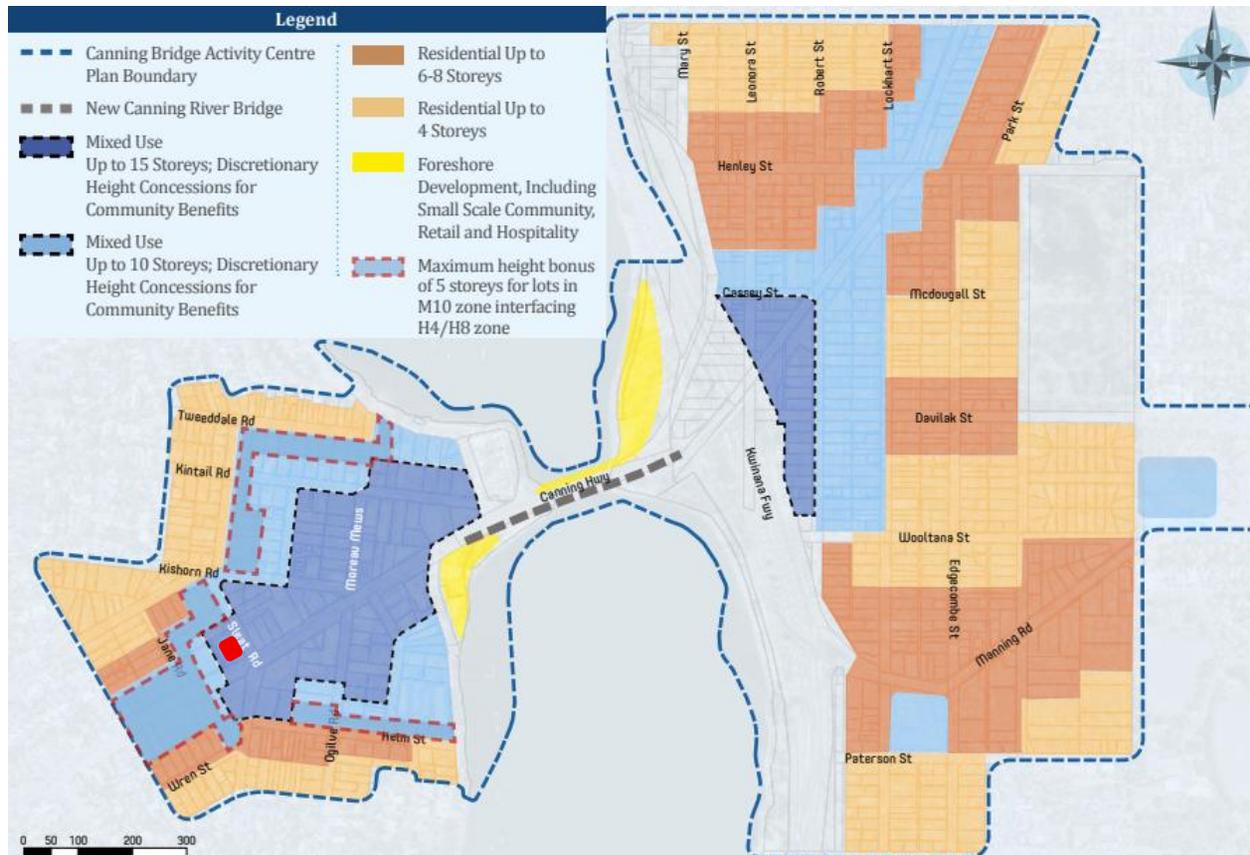
Canning Bridge Activity Centre Plan (CBACP)

Under the *Canning Bridge Activity Centre Plan* the land is situated in the Mixed Use zone in the Kintail Quarter.



CANNING BRIDGE ACTIVITY CENTRE PLAN, SUBJECT PROPERTY HIGHLIGHTED (SOURCE: CITY OF MELVILLE)

More specifically, the land is situated in that part of the Mixed Use zone providing for development higher than elsewhere in the CBAC. This area, also referred to as the M15 Zone, extends from Canning Bridge, either side of Canning Highway, to west of the subject land.



CANNING BRIDGE ACTIVITY CENTRE PLAN LAND USE, BUILTFORM AND ZONES (SOURCE: CITY OF MELVILLE)

As stated under *Land Use and Development ... Land use and development shall be in accordance with the guiding principles, objectives and goals set out in the CBACP and more specifically the Guidelines set out in Section 7.*

Where the operation of the Design Guidelines (DGs) is concerned ...

The CBACP Design Guidelines (the Guidelines) apply to all the land which is identified within the CBACP boundary.

Upon endorsement the CBACP will be considered as a policy of the relevant local authority. The Council shall have due regard to the Guidelines when making decisions on development applications within the CBACP area.

City of Melville Local Planning Policies

The following Local Planning Policies where relevant and/or having regard for the requirements of the CBACP, have been considered in the preparation and submission of the application:-

- *LPP 1.2 Design Review Panels;*
- *LPP 1.3 Waste and Recyclables Collection for ... Non-Residential Developments;*
- *LPP 1.4 Provision of Public Art in Development Proposals;*
- *LPP 1.5 Energy Efficiency In Building Design;*
- *LPP 1.6 Car parking and Access;*
- *LPP 1.8 Crime Prevention Through Environmental Design of Buildings;*
- *LPP 1.10 Amenity Policy;*
- *LPP 2.1 Non-Residential Development;*
- *LPP 2.2 Outdoor Advertising and Signage; and*
- *LPP 1.20 Canning Bridge Activity Centre Plan – Density and Bonus Provisions.*

PROPOSAL

The proposal is for the use and development of the land for an office building with ground floor specialty tenancies (x3) and a food and beverage tenancy.

Specifically, the following uses are proposed:-

- Office floor space, being the predominant land use on-site, across 13 upper storey floors and comprising a total net lettable area of 12,944m²;
- Three (3) specialty tenancies at street level, and one (1) food and beverage tenancy (also at street level), comprising a total 509.5m² of net lettable area.

Supporting the above, the development proposed will consist of the following:-

Street Level

- An active ground floor plane that engages with the public realm via:-

- The specialty and food and beverage tenancies sleeving the edges of Canning Highway and Sleat Road;
- An open plaza forecourt off Sleat Road, leading to a central lobby and building reception;
- Bike parking and end-of-trip (EOT) facilities directly accessible via the plaza forecourt;
- A central core and associated building services;
- A dedicated waste storage and handling area;

Podium

- An outdoor deck, landscaped, and extending around the office floor space at this level (Level 3).

Where access is concerned:-

- Access will take place at street level off Canning Highway and Sleat Road; with
- Egress to also occur in the same locations.

It is noted access and egress on the western side of the land will take place via 880 Canning Highway and a right of carriageway in favour of the subject land. Movement across i.e. inside the northside boundary of the subject land will take place over a sewer easement (in favour of Water Corporation).

Where parking is concerned:-

- It is to be provided on four (4) levels, as follows:-
 - In a basement level;
 - At street level; and
 - In two (2) levels forming the podium to the building as it will appear on the land and in the setting.

In total, parking consisting of the following is proposed:-

- 159 parking bays and one (1) service bay (160 bays in total); and
- 47 motor bike bays.

Included in the parking provided is nine (9) electric-vehicle (EV) bays (Level 1), and two (2) Universal bays (Ground Level). It is noted the Ground Level bays are also intended for short-term use (catering to drop-off/pick-up and ride sharing).

Where bicycle parking and EOT facilities are concerned, the following is proposed:-

- 134 bike parks, with 130 internal and secure (accessible via the building forecourt); with
- Adjoining EOT facilities consisting of toilets, showers and lockers.

As mentioned at the commencement of this submission, the subject proposal presents what might be the first purely commercial development of note inside the CBAC.

DMG's design has evolved via the City's DRP process to represent that of a distinguishable office building, to landmark – as is required – the north-western corner of the intersection of Canning Highway and Sleat Road in Applecross.

PLANNING SUPPORT

Land Use

City of Melville Local Planning Scheme No.6 & State Planning Policy 4.2

The general aims of the City's Scheme (LPS6) seek to ... *to maintain and improve the quality of life and services for the residents and ratepayers of the City of Melville while assisting the effective implementation of the State and Local Planning Strategies and relevant regional plans.*

Where reference is made to the State's planning framework, *State Planning Policy 4.2 Activity Centres (SPP4.2)* provides a formative preface to the commentary to follow and the development application to be determined.

Prepared under the *Planning and Development Act 2005* and dated July 2023, SPP4.2 refers to activity centres being ... *mixed use urban areas where there is a concentration of commercial, residential and other land uses. They are multi-functional community focal points where people live, work, shop, meet and relax. They vary in size and function and are generally well-serviced by transport networks with a focus on public transport and active transport.*

Furthermore ... *It is the Western Australian Planning Commission's (WAPC) intention that all activity centres perform the role outlined above (relative to their level in the hierarchy and any applicable specialisation) to provide for sustainable development and to benefit their community through efficient and equitable access to goods, services and employment.*

Under SPP4.2, the CBAC is a 'District Centre', with desired land uses including large office developments.

As stated, *large offices ... should be located in the capital city and strategic centres, secondary centres and district centres with rail stations.* The CBAC is based on direct access to high frequency public transport including the Canning Bridge train station and bus interchange.

Where the specific aims of LPS6 are concerned, the proposed uses are considered to meet many, the following in particular:-

- *to integrate planning for land use and transport to achieve sustainable urban development;*
- *to have a strong, vibrant, diversified and sustainable local and regional economy with a range of business and employment opportunities;*
- *to ensure access to different levels and types of retail and commercial activity and employment opportunities to promote a more liveable City in accordance with Directions 2031 and beyond and Liveable Neighbourhood's Community Design Code Principles;*
- *enhance and maintain a business friendly environment;*
- *have vibrant and diverse commercial centres that meet community and regional needs that provide a range of employment opportunities and accommodate a range of uses by nurturing existing and encouraging new and diverse industries and business;*

- to promote the compatible use of land surrounding essential infrastructure.

The proposed uses are also considered to meet the following objectives for the Centre zone (C2):-

- To provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.
- To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, shops, amusement centres, and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.
- C2 – District Centres subject to activity centre plans: to provide for District Centre development focusing on weekly needs and services a wider district catchment giving due regard to the relevant activity centre plans.

Canning Bridge Activity Centre Plan

The following table considers Element 1 (Land Use) in the CBACP.

Desired Outcomes	Requirements	Proposed/Comment
<p>DO1.1 Q1 will be the premier retail and entertainment destination within the CBACP area. Retail, entertainment and food and beverage outlets are encouraged at the ground floor, visually interacting with pedestrians, cyclists and vehicle passers-by. Office spaces are strongly encouraged on all levels above the ground floor in M15 ...</p>	<p>Preferred Land Uses 1.1 Q1 – Ground Floor Uses 1.1.1 M15 Zone - Restaurant, Small Bar, Cinema/Theatre, Hotel, Shop, Fast Food Outlet, Retail, Educational Establishment, Civic Uses 1.2 Q1 – Uses for all Storeys other than Ground Floor 1.2.1 M15 Zone - Restaurant, Small Bar, Cinema/Theatre, Hotel, Office, Shop, Tourist Accommodation, Retail, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Civic Uses, Consulting Rooms, Public Parking, Child Care Premises, Convenience Store, Home Occupation, Home Office, Medical Centre, Public</p>	<p>Food and beverage tenancy and 3x specialty shop/retail tenancies ✓ Office all storeys ✓ Desired Outcomes and Requirements met.</p>

	Amusement, Recreation - Private	
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Development

The *Canning Bridge Activity Centre Design Guidelines* are fundamental in the design and assessment of development proposals in the activity centre.

The following table responds to and addresses the requirements of the design guidelines (Elements 2-22 where applicable).

Desired Outcomes	Requirements	Proposed/Comment
Element 2		
<p><i>Form and Mass DO 2</i> Site planning should create attractive streetscapes which respond to human scale. Site planning should encourage a consistent frontage with variation in front setbacks to mark decision points (to support wayfinding), entrances and to allow for enjoyable and surprising spaces (see Figure 5). Site planning should encourage the development of adequate sites for certain building types and heights to ensure street frontages are appealing and not overly interrupted. Site planning should avoid buildings which do not relate to the street, create excessively bulky single elements or comprise of overly repetitive elements both within the development site and as it relates to the surrounding development (see Figure 6 and Figure 7 and Figure 8).</p>	<p>2.1 All development in M15 and M10 Zones shall provide a continuous urban edge to the street as per Figure 8. Any pedestrian or vehicular access points shall be designed to integrate with the development and not disrupt the street rhythm.</p> <p>2.2 Development of any site for the purposes of a building which is greater than 32 metres in height (approximately 10 storeys), shall only be permitted where the land area comprises a minimum of 1800m².</p> <p>2.4 All development within the M15 or M10 Zones shall extend across the full street frontage/s of the lot for that part of the development which is part of the podium element (see Figure 7).</p> <p>2.5 Development is encouraged which comprises active uses at podium levels or roof top spaces such as food and beverage outlets and open spaces which are accessible to the public.</p>	<p>Urban edges proposed to both Canning Highway and Sleat Road ✓</p> <p>Pedestrian entry central to Sleat Road, vehicular access peripheral to building footprint (urban edge priority) ✓</p> <p>Site area 2,616m² ✓</p> <p>Development extent across both street frontages save north side frontage (sewer easement). Building frontage and podium aligned ✓</p> <p>Active uses at street level (base of podium), landscaped outdoor deck atop podium ✓</p> <p>Desired Outcomes and Requirements met.</p>
Element 3		
<p><i>Heights DO 3</i> To ensure that building heights are consistent with the desired</p>	<p>3.1 Maximum building heights shall be in accordance with Figure 2 Canning Bridge</p>	<p>Minimum site area met ✓</p>

<p>scale and built form of the centre and to ensure that the interface between Zones is appropriately managed and the amenity of property both within and adjacent to the CBACP is adequately considered.</p> <p>Applicants are encouraged to provide variation in scale, bulk and form along the streetscape as per Figure 8.</p> <p>Where an applicant proposes heights greater than those identified in these requirements the applicant may choose to have the development assessed against the Requirements of Element 21 and Element 22 of these Guidelines.</p>	<p>Activity Centre Plan Land Use, Built Form and Zones Land Use, Built Form and Zones Plan, noting the minimum site area requirements of Clause 2.2 and 2.3.</p> <p>3.2 For buildings in the M15 Zone, notwithstanding the 15 storey height limit, no building shall exceed 48 metres above NGL.</p> <p>3.3 Podiums which are developed in the M15 and M10 Zones shall be a minimum of 7 metres above NGL and shall not exceed 13.5 metres above NGL.</p> <p>3.4 Nothing in Clause 3.2 precludes the consideration of a bonus height allowance as provided for in Element 21 and Element 22.</p>	<p>See section below re: building height.</p> <p>>7.0m, <13.5m ✓</p> <p>See section below re: building heights.</p>
<p>Element 4</p>		
<p>Street Setbacks DO 4</p> <p>To ensure that the setback to buildings contributes to a distinct street character and that the form of multi-level development is sensitive to pedestrian scale.</p> <p>Podiums will provide an opportunity for creating a diversity of scale and form at lower levels, whilst taller elements are encouraged with setbacks comprising rooftop terraces and gardens at varying levels throughout development.</p> <p>Alternative means to reduce bulk and scale such as green walls and façade articulation are also encouraged.</p> <p>New buildings that are setback from the street boundary should not adversely affect the vibrancy and activity required to support the expected outcomes of the CBACP by</p>	<p>4.1 All development in M15 and M10 Zones shall address the street with a minimum of 2 storeys of podium level development in accordance with the height Requirements of Clause 3.3. All development including and above the fourth floor of the development is to be setback from the primary and secondary streets a minimum of 5 metres from the property boundary as per Figure 9.</p> <p>4.2 All development in M15 Zones shall have a minimum Nil and maximum 2 metre setback to street boundaries unless the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan.</p>	<p>Three (3) storey podium ✓</p> <p>Fourth floor and above setback ✓</p> <p>Building setbacks as required, with increased setbacks to plaza forecourt and building lobby ✓</p> <p>Desired Outcomes and Requirements met.</p>

<p>creating unnecessary breaks in active frontages as per Figure 7.</p>		
<p>Element 5</p>		
<p>Side and Rear Setbacks DO 5 To provide a continuity of frontage at ground and podium levels to encourage activity whilst providing interest. To allow opportunities for tower elements to access sunlight, ventilation and view corridors throughout the area from and between multi-level developments. To ensure that development opportunities throughout the precinct are maximised. Developers should consider the amenity of the precinct by minimising overlooking and overshadowing of adjacent and adjoining properties through appropriate design response, supported by the setback provisions of this Element.</p>	<p>5.1 Any new podium level development in the M15 Zone in all quarters or M10 Zone of Q1 and Q2 shall be built up to side boundaries, any adjoining right-of-way and may be built up to the rear boundary. 5.3 In Q1 and Q2, tower elements for development in the M15 or M10 Zone in shall be setback a minimum of 4 metres from side or rear boundaries so as to provide a minimum 8 metre separation between tower elements on adjoining lots as per Figure 10. 5.5 Open sided balconies and roof terraces which are not within the structure of the building façade and do not add to the overall bulk of the building are allowed to extend into the side setback of development proposed in the M15 or M10 Zones in Q1 and Q2. 5.8 Provisions of privacy and solar access and overshadowing do not apply within Q1 and Q2.</p>	<p>Podium to be built up to and/or toward side boundaries as required ✓ Tower element setback required distances ✓ Landscaped outdoor deck atop podium proposed with minor extensions into side setback (west side) ✓ Noted Desired Outcomes and Requirements met.</p>
<p>Element 6 Linked Pathways</p>	<p>N/A</p>	<p>-</p>
<p>Element 7</p>		
<p>Canning Highway DO 7 Canning Highway will continue to be a busy and congested road network. Design should address the highway without being overly imposing. Design should consider adjacent treatments such as bus stops and provide enjoyable spaces for commuters to stop and wait.</p>	<p>7.1 Canning Highway shall be provided with regular permanent weather protection over the footpath within the street verge as per Figure 11. 7.2 Awnings are to provide a minimum of 3 metres in depth and no structural columns are permitted. Greater depth will be supported where feasible in relation to the adjacent streetscapes.</p>	<p>Weather protection proposed over the footpath/within the street verge as required ✓ >3.0m proposed ✓</p>

	<p>7.3 Awnings shall be a minimum of 3.5 metres in height from the natural ground level to the awning.</p> <p>7.4 Café seating is not encouraged along the road verge, however, trade displays are acceptable within a trading boundary approved as part of a development application.</p>	<p>3.75m proposed to underside of awning/s ✓</p> <p>Food and beverage (café) seating proposed internal to plaza forecourt ✓</p> <p>Desired Outcomes and Requirements met.</p>
Element 8		
<p><i>Landmark Buildings DO 8</i></p> <p><i>It is desirable to facilitate 'Landmark' (iconic) development at key site locations and to ensure that built form supports wayfinding and contributes to the sense of arrival into the area. Landmarks do not necessarily need to comprise excessively tall elements to achieve the desired outcomes. Buildings which provide more pronounced podium development with terraced gardens or which have vertical architectural features are also encouraged. Memorable, inspirational, appealing, focal point, point of difference, negative details or obviously lower treatment.</i></p>	<p>8.1 Landmark development shall be required at all quadrants of the intersection of Sleat Road and Canning Highway, and for the sites located at the point at which Canning Highway meets the Freeway interchange in Como as identified on Figure 1 Canning Bridge Activity Centre Plan.</p> <p>8.2 Landmark development will comprise vertical or horizontal articulation of the building form, or provide a change in materials and colour, so as to clearly identify the building as a key landmark in the development of the centre as per Figure 12.</p>	<p>Building proposed to meet the landmark requirement for the corner of the Canning Highway and Sleat Road, north-western quadrant ✓</p> <p>Design vertically and horizontally articulated (Clause 8.2) ✓</p> <p>As stated in the DRP2 minutes ... The principle of establishing a bold built form on a prominent street corner is a positive, and together with the animated cladding of the tower and the highly articulated podium, should become something of a landmark.</p> <p>Desired Outcomes and Requirements met.</p>
Element 9		
<p><i>Facades DO9</i></p> <p><i>Development of the centre should respond sensitively to the site and support a sense of place. Development should be pleasing to the eye, be interactive, and provide definition between public and private spaces. Maintaining a strong urban edge with the built form and providing a variety of high quality architectural forms and features will attract</i></p>	<p>9.1 In Q1 and Q2, developments shall be sympathetic to the surrounding environment in composition, proportion, materials, colours and finishes. This includes responding to (not replicating) vertical and horizontal fenestration of adjoining developments and providing responses to elements within the street verge such as bus stops, parking and service</p>	<p>Development proposed considered sympathetic to the surrounding environment, with DRP input informing changes to the design (areas for improvement) via meetings 1 & 2 and final changes at time of lodgement ✓</p>

<p>people to the centre and establish a sense of place. Continuous frontages are required in all M15 and M10 Zones with large amounts of clear glazing that will promote visual interest. Shopfronts at ground floor level should provide for attractive window displays and restrained signage. Activities at ground level shall aim to provide interest for pedestrians. Such activities include retailing, cafes and restaurants that encourage and are associated with activity in non-business hours.</p>	<p>infrastructure or service entrances</p> <p>9.2 Proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less than 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage.</p> <p>9.4 Windows and balconies shall be incorporated into the design of developments above ground level. In Q1 and Q2, balconies shall have a minimum 2.4 metre depth and a minimum area of 10m², to encourage use.</p> <p>9.5 Developments shall be designed so as to discourage vandalism by use of materials such as sacrificial paint or architectural features to discourage inappropriate activity.</p> <p>9.6 Pedestrian links within development sites shall be of a design that incorporates visual interest and activity including retail and food and beverage activities or civic or community spaces.</p> <p>9.7 In Q1 and Q2, the internal floor level of any development shall, where possible, have a finished floor level no greater than 500 mm below or above the adjoining footpath or verge level to ensure interaction between pedestrians and the adjoining buildings. Development which fronts a street with differing levels should consider innovative design to meet this requirement.</p>	<p>Extensive glazing (>50%) across street frontages ✓</p> <p>Upper levels extensively glazed ✓</p> <p>Materials and finishes at street level robust for the purposes of discouraging/minimising vandalism and graffiti ✓</p> <p>Building entry design (plaza forecourt) open and transparent (extensive glazing) and supported by active uses (food and beverage and specialty tenancies) ✓</p> <p>FFL's similar to existing on-site, maintaining status quo where relative to perimeter levels ✓</p> <p>Desired Outcomes and Requirements met.</p>
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Element 10		
<p>Open Space and Landscaping DO 10 To encourage intensity of development whilst also catering for the enjoyment, comfort and sense of security of centre users, The majority of M15 and M10 development sites will have significant site coverage at ground level, particularly at the street frontage, to maintain a continuous and interesting frontage as per Elements 2 – 8 of these Guidelines. However, open space at ground levels in the form of active plazas, public or private open space at podium levels which are visible from the streetscape, terraced areas and balconies and rooftop gardens is encouraged. Ground floor or podium level open space should comprise trees and other vegetation to contribute to the overall leafy nature of the CBACP area. In particular, the Guidelines encourage the development of areas that provide opportunities for communal meeting and interaction within the CBACP area.</p>	<p>10.1 Development may cover 100% of the site area for all development in M15 and M10 Zones subject to the setback Requirements of Element 4. 10.2 Notwithstanding Clause 10.1, where setbacks or open space is proposed for M15 and M10 Zone development, landscaped spaces shall be provided. Landscaping is also encouraged at podium level or within large scale balconies or on roofs. 10.3 Notwithstanding Clause 10.1, all development in the M15 and M10 Zone shall provide a minimum area of landscaping equal to 75% of the overall site area. This can be achieved via landscaped rooftop terraces or gardens, green walls, podiums and communal open space areas and does not have to comprise only of vegetated area. Balconies with an area of 12m² or greater shall be included in this area calculation. 10.6 Where development is not proposed to all boundaries of a site, landscaping design shall be incorporated providing that such landscaping maintains openness and visibility into the development site. Landscaping in the form of hard and soft landscaping can be utilised. Water sensitive design shall be implemented for all landscaped areas.</p>	<p>Substantial site cover proposed ✓ See: Landscape package prepared by TDL Where built form is to be setback from street edges, landscaping proposed (hard and soft, 367m²) ✓ Expansive landscaping also proposed atop podium (outdoor roof deck 1,129m²) ✓ Landscaping required: 75%/1,962m² Landscaping proposed: 1,638m²/62.61% * Exercise of discretion sought in relation to landscaping shortfall having regard for integration and quality of landscaping proposed See above (Clause 10.2) ✓ Except for landscaped area (m² proposed) ... Desired Outcomes and Requirements met.</p>
Element 11		
<p>Sustainability DO11 To encourage the use of sustainable forms of transport</p>	<p>11.1 All non-residential development shall provide end of trip facilities comprising one change room per storey</p>	<p>EOT facilities proposed. Concentration at ground floor level in the vicinity of bike parking acceptable. Private</p>

<p>including cycling and walking and provide end-of-trip facilities including showers and change rooms. Applicants are encouraged to propose innovative sustainability measure such as exclusive bays for carpooling organisations and car-sharing schemes which may be managed by the strata company or an external provider. All developments should follow ecologically sustainable design principles to develop a world class showcase of environmentally sound development techniques. Principles which should be applied include:</p> <ul style="list-style-type: none"> • Minimise operational and maintenance costs of the development; • Innovative and integrated water resource management; • Reduction in the use of fossil fuel energy by using renewable energy supply sources and employing demand-efficient building techniques and technologies; and • Biodiversity and habitat enhancement through appropriate and native landscaping. <p>Within the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville) development is expected to achieve a design rating of 4 stars under the national rating scheme of the Green Building Council; of Australia.</p>	<p>of each storey of the building which comprises non-residential land uses. Change rooms shall comprise lockers, towel drying racks and be located to enable privacy.</p> <p>11.2 All non-residential development shall provide end of trip facilities comprising one shower for every ten bicycle parking bays required under Clause 18.7, with a minimum provision of one shower facility in any one non-residential development.</p> <p>11.3 Where bicycle parking is provided in accordance with Clause 18.7 and consistent with Clause 11.1, a locker must be provided for every bicycle parking bay provided. Lockers shall be well ventilated and be of a sufficient size to allow the storage of cycle attire and equipment.</p> <p>11.4 All non-residential development shall provide bays for the exclusive use of charging electric cars at a rate of one bay in every 25 bays required in accordance with Clause 18.7. Electric charging bays shall be located near to stairwells or elevators to encourage greater use of sustainable transport types.</p> <p>11.5 All new development shall be designed to maximise passive solar principles for heating, cooling, ventilation and energy conservation. East and west facing glazing shall be minimised and shading devices shall be employed to reduce heat loads within buildings and reduce the need for air-conditioning systems. All buildings shall be designed to</p>	<p>facilities (toilets and showers). lockers proposed ✓</p> <p>Showers required: 13.45 Showers proposed: 10 ✖</p> <p>Exercise of discretion sought</p> <p>Note</p> <p>Lockers required: 130 Lockers proposed: 23 ✖</p> <p>Exercise of discretion sought</p> <p>EV charging bays required: 8.07 EV charging bays proposed: 9 ✓</p> <p>Note: number of EV bays required based on 25% reduction in parking requirement (CI9.2 LPP1.6). EV bays proposed in conveniently accessible location, Level 1</p> <p>See: Environmentally Sustainable Design Strategy prepared by SUMMATION.</p>
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	<p>enable access to natural light and cross ventilation. At a minimum, and within the Kintail and Ogilvie Quarters (that is the quarters within the City of Melville) shall achieve a 4-Star Green Star design rating under Green Building Council of Australia.</p> <p>In the M10 and M15 areas, as evidence in support of compliance with the required rating. Applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.</p>	
Element 12		
<p>Acoustics DO 12 Mixed use and high density environments can be vibrant and exciting places, but will also generate a variety of noises which are not common in suburban areas. Development, along with meeting the basic requirements of noise attenuation set out under the relevant Legislation, should consider additional measures to both inform and protect the future occupants of the CBACP area.</p>	<p>12.1 All new development adjoining Canning Highway or Manning Road or adjacent to the Kwinana Freeway shall be designed to achieve appropriate acoustic protection from noise generated by traffic including utilising double glazing or acoustically protected window frames, walls and ceilings.</p>	<p>See: Architectural Acoustics report prepared by GABRIEL HEARNS FARRELL.</p>
Element 13 Adaptability	N/A	-
Element 14		
<p>Street Edges DO 14</p>	<p>14.1 Development adjacent to street edges shall ensure</p>	<p>Permeable access proposed across the ground floor level,</p>

<p>Uses that promote activity can sometimes also create issues with fluid movement for users. Development within the centre should always consider the restrained use of signage and advertising, particularly portable signage which is placed along pedestrian footpaths. Alfresco areas require approval by Council and should not be approved without consideration of appropriate through movement.</p>	<p>that adequate access is provided for pedestrian traffic. Alfresco dining areas shall provide unimpeded through access under awnings/colonnades to protect pedestrians from the elements. 14.2 Advertising signage shall be restrained and not superfluous to the needs of development. Signs above footpaths shall have a minimum clearance of 2.7 metres to the verge level as per Figure 14.</p>	<p>including to the building lobby via the plaza forecourt i.e. off Sleat Road, tenancies 1 and 2 off Sleat Road and/or the plaza forecourt, and tenancies 3 and 4 off Canning Highway and/or the corner truncation (tenancy 3) ✓ Signage to be restrained and with the clearance required (where applicable). Signage also to appear integral to the design/architecture of the proposed development ✓ Desired Outcomes and Requirements met.</p>
Element 15		
<p>Level Changes DO 15 The centre shall be an inviting and user friendly place for all members of the community and universal access/ accessibility shall be provided for all developments in a variety of ways. Blank facades may affect the vibrancy and activity in an area, or encourage graffiti, and as such design should limit this outcome by considering façade treatments such as wall art, landscaping or furniture.</p>	<p>15.1 All proposed retaining walls shall be treated with a non-sacrificial anti-graffiti coating to discourage potential graffiti and/or be decorated in such a way as to reduce the effect of blank facades. Landscaping in front of retaining, street furniture and articulation of the wall itself may be utilised as an alternative way of treating blank walls. 15.2 All development shall provide universal access in accordance with relevant codes and standards. Innovative design features for ramps are encouraged to make universal access an integral part of design.</p>	<p>Retaining not proposed. Per Element 9, materials and finishes at street level to be robust for the purposes of discouraging and minimising vandalism and graffiti. For similar reasons, to define the tenancy entry points to tenancies 3 and 4, and create separation to the wall enclosing the transformer, landscape planters proposed along Canning Highway ✓ Universal access integral to proposed design ✓ Desired Outcomes and Requirements met.</p>
Element 16		
<p>Fencing DO 16 Fencing should be designed to be aesthetically pleasing to all users who can see it and should be treated the same way as blank facades (see Element 14).</p>	<p>16.1 All proposed fencing which is visible from a public place shall be treated in the same way as required in Clause 15.1. Fencing shall be of a high quality on both sides.</p>	<p>Visually permeable fencing executed in a manner that discourages vandalism and graffiti proposed on the west side boundary ✓ Desired Outcomes and Requirements met.</p>

Element 17		
<p>Public Art DO 17 To provide for an exciting and enticing public realm which supports the extensive growth of the CBACP area. To promote cultural vitality within the CBACP area.</p>	<p>17.1 Artwork associated with all proposed development is encouraged. 17.2 All development which is greater than \$1 million in total capital cost of development shall contribute 1.0% of the total capital cost of development to a CBACP wide public art fund. 17.3 Notwithstanding Clause 17.2, the total cost liability for contribution to the public art fund shall be capped at \$500,000.</p>	<p>As required ✓ Desired Outcomes and Requirements to be met.</p>
Element 18		
<p>Parking DO 18 Parking is an important element to consider for development, and considerable analysis has been undertaken to respond to this need. Parking should be provided to ensure that the CBACP area can provide for its residents and guests, but should balance this need with a need to discourage private vehicle travel generally. Alternative transport is encouraged by way of providing for bicycle parking and storage, and motorcycle and scooter parking. Basement and multi storey car parks can present long blank walls to the street, or a gap with undesirable views into the basement car park, which should be avoided.</p>	<p>18.1 Basement car parking or parking sleeved by other uses is encouraged within the CBACP area. All parking areas shall be well lit and clearly signed. 18.2 Unbundled or reciprocal or shared car parking is recommended in the M15 Zones. Where reciprocal parking is provided for shared public and private use, signage shall be clear. 18.4 Car parking for non-residential development in Q1 and Q2 shall be not less than one bay per 50m² of net lettable area and not more than one bay per 25m² of net lettable area. 18.6 Scooter or motorbike parking shall be provided for all non-residential land uses at a ratio of one bay for every five car parking bays required in Clause 18.4. 18.7 Bicycle storage/parking shall be provided for all non-residential land uses at a ratio of one bay per 100m² of net lettable area.</p>	<p>Parking proposed in basement level and across two (2) levels in building podium (sleeved/screened) ✓ Parking provided for future occupants i.e. shared between ground floor tenants and office tenant ✓ See: TIA prepared by URBI. Motor bike bays required: 40.36 Motor bike bays proposed: 47 ✓ Note: number of motor bike bays required based on 25% reduction in parking requirement (C19.2 LPP1.6) Bike parking required: 134 Bike parking proposed: 134 ✓</p>

	18.10 Where basement or multi-level car parks are proposed, effective screening techniques such as planting, semi-transparent fences or screens shall be used with a preference to sleeve car parking areas with active land uses as per Figure 15.	Screening treatment proposed around podium, levels 1 and 2 ✓ <i>As stated in DRP2 minutes ... The extensive articulation of the podium and its modest height and the commercial uses overcome concerns about unsleeved decked car parking.</i>
Element 19		
<p>Servicing and Functionality DO 19</p> <p>Servicing of the CBACP area should occur outside of busy periods and as a preference should occur via underground or basement service areas. Individual residential developments should be provided with adequate storage facilities for the storage of bikes and other household items. Services design, such as power and gas, should consider precinct wide safety including appropriate physical separation, venting and ventilation as required.</p>	<p>19.1 The design of service entrances and delivery docks shall be undertaken in conjunction with adjoining properties where possible. Loading areas at grade which are visible from public areas are not permitted.</p> <p>19.3 Developments within the M15, M10 and H8 Zones shall provide for all management of waste wholly within the development site, including the ability for service vehicles to circulate within the development. No on-street waste collection areas are permitted within the M15, M10 and H8 Zones.</p> <p>19.4 Applicants within the M15, M10 and H8 Zones shall provide a Movement Summary in their written Statement of Support which provides the design intent behind the development of the site in relation to pedestrian access points, access to parking and cycling, pedestrian and cyclist pathways, loading areas and waste management.</p>	<p>Access to the services/parking/loading area to be via the right of carriageway in favour of the subject land across 880 Canning Highway (and not be publicly visible) ✓</p> <p>See: WMP prepared by URBI.</p>
Element 20		
<p>Safety DO 20</p> <p>Crime Prevention Through Environmental Design or CPTED uses the built</p>	<p>20.1 Access to and through a development shall be safe and efficient. Entrances shall be positioned so that all</p>	<p>As required ✓</p> <p>The safety aspect to the proposed development</p>

<p>environment to reduce the opportunity for crime, increase the perception of safety perceived by authorised users of a space, while increasing the perception of risk by unauthorised users of a space. Development should promote the safety and security of the public environment. Buildings should overlook streets and other public spaces to promote natural supervision. Blank walls onto streets, or large distances between the footpath and openings are discouraged. In addition, access to daylight should be maximised and a high level of lighting should be provided in all public areas.</p>	<p>pedestrian movement is adequately lit and directly visible from a public space. Access to and from car parking areas and building entrances shall be adequately sign-posted with provision of good lighting to enable safe out of hours use.</p> <p>20.2 To maximise visibility and surveillance of the public environment, the incorporation of active edge uses, including those at ground level that spill out onto public space and those located at the front of a building on the first floor that enable overlooking into public space, are encouraged. Windows can be positioned to overlook pedestrian routes, provided that privacy concerns are met.</p> <p>20.3 Development shall clearly define private and public space responsibilities. The function and ownership of an area can be clarified by paving, lighting and planting. Planting shall not create concealed spaces near paths and lighting shall allow clear lines of visibility.</p> <p>20.4 Street furniture and lighting shall be made of durable materials to a vandal-resistant design. Graffiti-resistant materials and surface finishes are appropriate at street level in all developments. Graffiti should be reduced by increased lighting and general design features which promote visibility and discourage crime.</p> <p>20.5 Lighting proposed for all development shall be</p>	<p>(Principle 7) was supported at both DRP 1 and DRP 2.</p> <p>As stated in DRP 2 minutes ...</p> <p>Strengths</p> <ul style="list-style-type: none"> a) Separation of service and parking entries. b) A single street crossover for the car parking. <p>Areas for improvement</p> <ul style="list-style-type: none"> c) None. <p>Desired Outcomes and Requirements met.</p>
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	<i>designed so as to limit the possibility of dark shadows in adjacent private and public open spaces.</i>	
Elements 21 & 22	See section below re: building height.	

Building Height

The Bonus Provisions in the Design Guidelines (Elements 21 and 22) provide for the consideration and approval of greater height, with additional *clarity and guidance* provided by the City's *Local Planning Policy LPP1.20 Canning Bridge Activity Centre Plan and Density and Bonus Provisions (LPP1.20)*.

The following sections consider height having regard for the provisions of the DGs and LPP1.20.

Storey Height

Fundamental in considering the building height proposed is the important difference between floor-to-floor heights for non-residential development i.e. the office storeys in the subject proposal, and residential floor-to-floor heights in an apartment building.

As stated in LPP1.20 ... *While the storeys to height ratios are not designed to reflect the exact built form of a development, there is a clear intention in the CBACP provisions that each individual storey in a development must not exceed 3.2 metres in height in the M10 and M15 areas.*

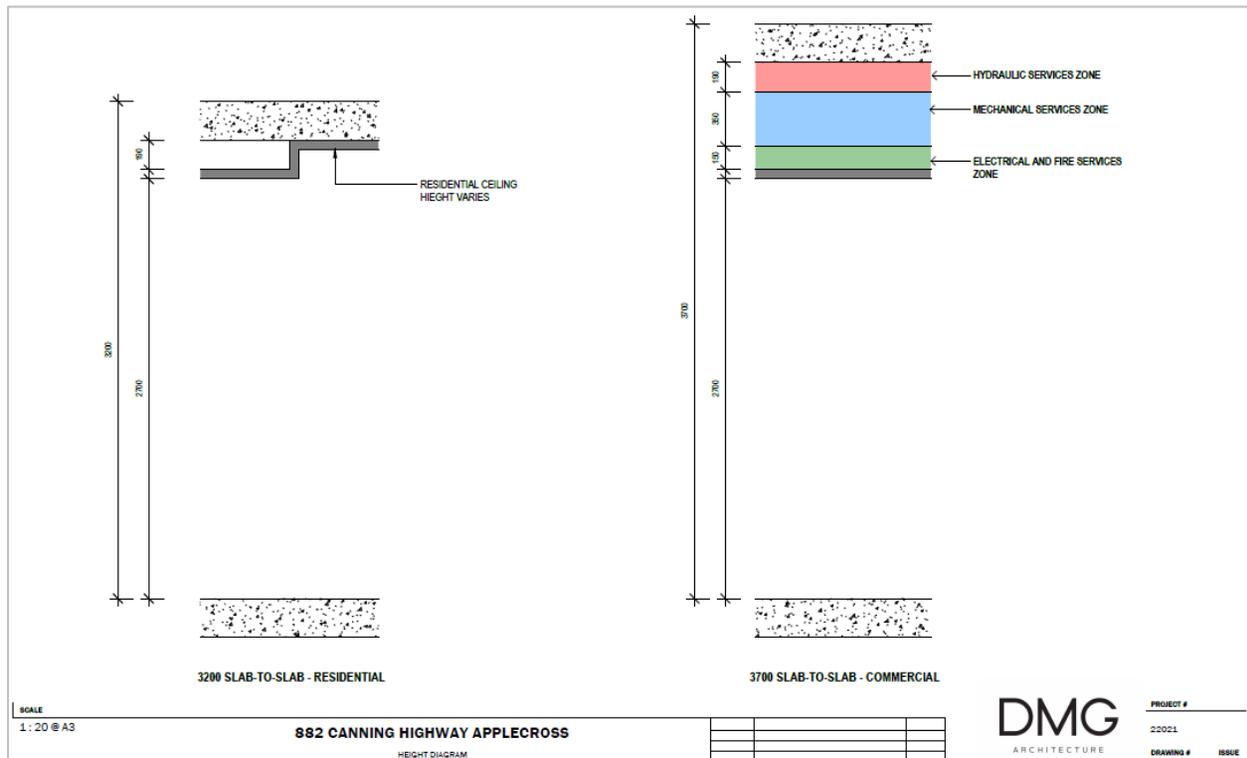
The subject proposal involves floor-to-floor heights of 3.7m.

The differences between 3.2m for residential use and 3.7m for office (commercial) are several and include (see diagram below):-

- The need for additional above ceiling height to accommodate the services associated with office development, including:-
 - Extensive and complex heating, ventilation and air-conditioning systems (HVAC);
 - Electrical and information technology (IT) and data systems; and
 - Fire and plumbing systems.

Additionally, the increased height assists with:-

- The spread of natural/borrowed light that falls on the building's exterior surface across a larger office floor plate;
- Addressing the specialised needs of a future tenant where sections of raised flooring for example, might be required.



FLOOR-TO-FLOOR HEIGHTS, RESIDENTIAL V COMMERCIAL (SOURCE: DMG – PROJECT ARCHITECT)

Where residential development is concerned (apartment living), floor-to-floor heights are generally more compact, with a focus on yield and the cost-effectiveness (viability) associated with standard heights. In this regard, LPP1.20 makes the connection (in several instances) between building height/s in the CBACP area and density/over-densification. Whilst relevant to residential development, the proposed development is for office use and the floor-to-floor height associated with such (3.7m).

Maximum Bonus Height Limits

LPP1.20 states under the heading 'Maximum Bonus Height Limits' ... *While each proposal for bonus height will be considered on its merits, generally any proposal for a height which is substantially greater than the DO3 requirement for building height is likely to be considered inconsistent with the Desired Outcomes for building height.*

It proceeds to then state ... *For the M15 Zone a building height 30% greater than the base heights identified in DO 3 is likely to be inconsistent with the Desired Outcomes. Therefore, the maximum bonus heights contemplated by this Policy are:*

- *M10 Zone 13 storeys/41.6 metres (30% bonus over 32 metres); and*
- *M15 Zone 20 storeys/62.4 metres (30% bonus over 48 metres).*

The number of storeys proposed i.e. above street level is 16, one (1) more than what is provided for by Element 3 in the DGs (Height), and four (4) less than what is provided for by LPP1.20.

Where height in metres is concerned 58.2m is proposed to the top of Level 16, less than 62.4m. In this regard, additional height arises per storey on the basis of the use (office) and greater floor to floor heights viz a viz residential use/apartment development (covered above).

Where building height above the top floor will occur, this amounts to a shroud around the roof deck, concealing building services and multiple arrays of roof-top PV solar panels.

To accentuate the corner location, the highest point of the roof-top shroud will be positioned adjacent to the corner truncation and the intersection of Canning Highway and Sleat Road.

Landmark Corner

The intersection of Canning Highway and Sleat Road represents the preeminent corner in the CBAC, with Element 8 in the DGs requiring a landmark development on the north-western quadrant (the subject land).

As proposed, the building is considered to address the Desired Outcomes and Requirements of Element 8 in the DGs (Landmark Buildings).

Under 'Maximum Bonus Height Limits' in LPP1.20, the Policy states ... *It is a Desired Outcome of the CBACP that building heights are consistent with the desired scale and built form of the Centre, and that the interface between Zones is appropriately managed.*

Having regard for the above, there is a relevance between what is proposed on the subject land (north-western quadrant) and what exists on the adjacent south-eastern quadrant.

Referred to as 'The Precinct', the predominantly residential development (tower) on the land is 22 storeys in height. For the purposes of consistency, the additional storey/height proposed for the subject land will provide greater parity with the adjacent development (emboldening the built response on this landmark corner).



882 CANNING HIGHWAY ADJACENT TO THE PRECINCT BELOW (22 STOREYS IN HEIGHT) SOURCE: NEARMAPS



Tower Development Kintail Quarter

In addition to The Precinct at 22 storeys are a number of similar residential (tower) developments in the CBAC, in the M15 Zone in particular.

As follows:-

- At 908–912 Canning Highway and 3-5 Kintail Road is the 'Sabina' development. Primarily residential towers, these buildings are up to 30 storeys in height; and
- At 63-65 Kishorn Road (Mt Pleasant) is the Cirque development. Similar in composition to The Precinct and Sabina, these buildings are up to 20 storeys in height.

In the same locality, the development of 16 storeys on the north-western quadrant of the landmark Canning Highway and Sleat Road intersection is considered supportable.



SABINA, 908–912 CANNING HIGHWAY AND 3-5 KINTAIL ROAD (30 STOREYS)



CIRQUE (LEFT HAND TOWERS), 63-65 KISHORN ROAD (20 STOREYS)

City of Melville Design Review Panel

The City's DRP is not opposed to the building height proposed. Rather, the DRP has been keen to ensure the project design evolves to the point required to support additional height.

Concluding remarks to DRP1 refer to ... *The need to further refine the design against all of the 10 SPP7 design principles is particularly relevant in the context of the additional height requiring the design to be considered exemplary. Given the progress made on the design to date, the Panel's view is that this target is readily within reach.*

Feedback arising from DRP2 included the following regarding building height:-

- *The elevations in the broader context demonstrate how the development contributes to an emerging cluster of towers;*

- Allowable building bulk is traded for additional height, which is a logical approach and enables a better proportioned building;
- The height of the building is not considered to be a design issue per se, but it is noted that the variation in height requires 'design excellence' to be achieved.

Concluding remarks to DRP2 indicate ... Whilst the Panel does not have concerns about the additional height from a design perspective, it acknowledges that in the planning framework the additional height is contingent on the design achieving 'design excellence' (i.e. 10 'greens'). In this respect, the Panel acknowledges that design is close to achieving that threshold.

The required updates have been incorporated into the development application plan set by DMG Architecture for consideration for the DRP Chair.

Performance Assessment of Bonus Items

Element 21

The following table considers the LPP1.20 requirements contained in Element 21 (relevant requirements) under the Bonus Provisions in the DGs.

Requirement	Proposed/Comment
<p>21.1 Exemplary design is proposed in the opinion of the Design Advisory Group and the relevant Desired Outcomes of all Elements are met or exceeded; (DGs)</p> <p>Design Advisory Group must identify and list at least 6 features of exemplary design for the development to qualify as meeting the requirement of Element 21.1. (LPP1.20)</p>	<p>DRP1 supported three (3) of 10 design principles. DRP2 supported seven (7) of 10 design principles (remaining principles to be supported by DA plan set and accompanying information). List of eight (8) well-supported features (as identified by the DRP):-</p> <ol style="list-style-type: none"> 1. The provision of generous landscaped spaces on the podium and the entry forecourt; 2. Generous EoT provision; 3. Generous PV provision; 4. Provision of generous external breakout space on the podium deck; 5. A clearly defined main entrance with a forecourt space that provides a good transition from the street to the foyer; 6. A strong demarcation between the forms and uses of the podium and the tower; 7. The design has a bold form, and now with a bolder expression of the tower;

	8. The articulation of the car park screening is excellent in its richness of articulation.
21.2 For development in the M15 Zone, the site shall have a minimum area of 2,600 m ² ;	Yes ✓ Site area 2,616m ²
21.4 In addition to Clause 21.1 and Clause 21.2 or 21.3, the applicant proposes the following: 21.4.1 The proposed development has been designed with regard for solar access for adjacent properties taking into account outdoor living areas, major openings to habitable rooms, solar collectors and balconies. 21.4.2 The proposed development meets or exceeds ... 5 Star Green Star design rating under the Green Building Council of Australia for the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville). As evidence in support of compliance with the required rating, applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating. 21.4.3 A traffic statement is submitted showing that the additional floorspace allowed will not unduly impact on the surrounding centre. 21.4.4 The proposed development includes the provision of infrastructure which supports area wide resource efficiency, such as plant and equipment required to reduce the demand for either building or area wide service infrastructure. 21.4.5 In addition to the requirements of Element 10, proposed development within the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville) demonstrates a mitigation of urban heat island effects through the provision	<p>Yes ✓ Development has regard for the requirement. See overshadowing plan 12 noon 21 June in particular. The content of Clause 5.8 Element 5 is also noted.</p> <p>Yes ✓ See: Environmentally Sustainable Design Strategy prepared by SUMMATION.</p> <p>As stated in the Executive Summary of SUMMATION's Strategy ... A preliminary assessment of the project's potential to achieve a 5-star Green Star rating has been undertaken. Preliminary findings indicate that ~35 points are achievable for the project, with an additional 12 high risk points being explored to form a points buffer. This includes satisfaction of all mandatory compliance requirements within Green Star.</p> <p>Yes ✓ See: TIA prepared by URBI</p> <p>Yes ✓ See: Environmentally Sustainable Design Strategy prepared by SUMMATION (Sections 2.3.2, 2.3.3 and 2.3.4)</p> <p>Yes ✓ Plane trees in Sleaf Road retained, with the planting of additional (trees) proposed. See also:</p>

<i>and maintenance of landscaping which includes the planting of mature shade trees.</i>	Environmentally Sustainable Design Strategy prepared by SUMMATION (Section 2.3.7 dealing with Heat Island Mitigation)
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Element 22

The following table considers the LPP1.20 expectations in relation to the requirements of Element 22 in the DGs. The approach is one whereby bonus height is proportionately based on the elements a project delivers.

Specifically, LPP1.20 states in accordance with Table 4 contained in the Policy ... *the number of Units required for each bonus storey of 3.2 metres in height, is a minimum of 50 Units obtained from achieving at least 4 sub elements.*

Element	Proposed/Comment
22.1.1 (as listed in Table 4) <ul style="list-style-type: none"> Furniture Landscaping Piazza 	<p>Furniture proposed is to consist of > 20 seats in the plaza forecourt.</p> <p>Additional seating is also proposed in the building lobby in the vicinity of the reception (7 seats). Value = 5 units.</p> <p>Ground floor/street level landscaping 367m² in size. Value = 10 units.</p> <p>Whilst not receiving a unit value, the Sleat Road plaza forecourt will perform a similar function to a piazza.</p>
22.1.2 <ul style="list-style-type: none"> Podium Garden (400m²) Rooftop Garden (400m²) 	<p>Podium garden/roof top garden to ground, proposed 1,129m². Value = 10 units.</p>
22.1.5 Pedestrian Networks	<p>The proposed development will contribute significantly to the improvement of pedestrian networks around the subject land i.e. on Canning Highway and Sleat Road.</p> <p>At present, pedestrian environment poor. Both frontages are exposed and inhospitable.</p> <p>The urban edge proposed to both frontages will provide for activation, engagement, natural surveillance and weather protection. Value = 10 units.</p> <p>See following page ...</p>

EXISTING PEDESTRIAN ENVIRONMENTS



CANNING HIGHWAY



SLEAT ROAD



PEDESTRIAN ENVIRONMENTS PROPOSED

22.1.6
View Corridors

The development proposed is to be landmark in structure, anchoring the north-western corner of the intersection of Canning Highway and Sleat Road. Heading east on Canning Highway, the future building will announce the

	entrance to the CBAC area on the left hand side of the view corridor looking east. Being on the north side of Canning Highway and the intersection of two roads the protection of amenity in relation to the context (overshadowing/overlooking) will be achieved. Value = 10 units.
22.1.10 Road widening Canning Highway	Land subject to WAPC Planning Control Area. If land required in future, to be ceded as required. Value = 7.5 units.
Total Value	52.5 units = one (1) storey.

City of Melville Local Planning Policies

LPP 1.2 Design Review Panels

As required and previously covered, the subject proposal has been subject to review by the City's Design Panel.

LPP 1.3 Waste and Recyclables Collection for ... Non-Residential Developments

See Waste Management Plan (WMP) prepared by Urbii. The Environmental Sustainable Design Strategy prepared by SUMMATION also refers to the preparation of a WMP.

LPP 1.4 Provision of Public Art in Development Proposals

As required, the proposal is subject to the requirements of the CBAC DG's, Element 17 dealing with public art.

LPP 1.5 Energy Efficiency In Building Design

See Sustainable Design Strategy prepared by SUMMATION.

LPP 1.6 Car parking and Access

See:-

- Comments above under Element 18 Parking, and Element 19 Servicing and Functionality; and
- The Traffic Impact Assessment (TIA) prepared by Urbii.

LPP 1.8 Crime Prevention Through Environmental Design of Buildings

The requirements for safety (Principle 8) were supported in the minutes prepared for both DRP1 and DRP2. Where the specific elements of LPP1.8 are concerned (Passive Surveillance, Graffiti, Fencing and those contained under Clause 1.4), the development proposed has these (elements) incorporated into the design.

LPP 1.10 Amenity Policy

An Amenity Statement has been prepared and presented with the development application.

LPP 2.1 Non-Residential Development

The development principles supporting the development requirements contained in LPP2.1 are similar to the DG requirements contained in the CBACP, and to this end, have been addressed (with a greater emphasis where content is concerned) on the desired outcomes for the activity centre. In this regard, development in the CBAC is subject to the requirements of the CBACP per the objectives for the Centre C2 zone (Table 2 Zone objectives in LPS6).

LPP 2.2 Outdoor Advertising and Signage

As has been mentioned, the use of signage will be restrained, designed and positioned to be integral to the appearance of the building. Given the type of development proposed, the following types of signage are envisaged: window signage, below awning signage, awning fascia signage, and top of building signage. With respect to signage, a condition requiring the details of such and/or a development application to be made (for such) is expected.

LPP 1.20 Canning Bridge Activity Centre Plan – Density and Bonus Provisions

LPP1.20 is addressed in detail above under 'Performance Assessment of Bonus Items'.

CONCLUSION

To date, tower development in the CBAC, referred to as a “*cluster of towers*” by the DRP, involves residential apartment buildings with non-residential use/s at street level where required by the planning framework. As a result, there is an imbalance where the use and development of the activity centre is concerned towards residential.



CANNING BRIDGE SKYLINE CHARACTERISED BY APARTMENT DEVELOPMENT (VIEWED FROM COMO)

Where, therefore, the subject proposal is concerned, the development of an office tower will assist in the maturation of the Canning Bridge location toward being a genuine mixed-use activity centre.

As State Planning Policy 4.2 states, activity centres are ... mixed use urban areas where there is a concentration of commercial, residential and other land uses. They are multi-functional community focal points where people live, work, shop, meet and relax. They vary in size and function and are generally well-served by transport networks with a focus on public transport and active transport.

As an extension of SPP4.2, the overarching aims and objectives contained in the City of Melville's *Local Planning Scheme No.6* seek the same. That is, a locality where the local population lives in a centre-based setting, amongst a bona-fide mix of land uses that co-exist successfully. Clearly, the approach embraces a location well-connected through public transport and importantly, design quality.

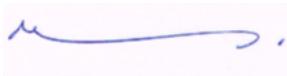
In the case of the proposed development, the subject proposal (with few exceptions) is generally compliant with the planning controls as they apply to the land and location (most notably the Design Guidelines contained in Part One of the *Canning Bridge Activity Centre Plan*). Where variations arise in relation to development requirements, these variations are considered minor.

To conclude, therefore, and regarding the application before it:-

- The City of Melville's support is sought, including the exercise of discretion and support for the variations proposed; with
- The City respectfully asked to assess and recommend via an RAR the application be approved by the Metro Inner South JDAP.

In the event you have any questions or require further information, please contact me on 0400382445 or tonyw@mwurban.com.au

Yours sincerely
MW URBAN



Tony Watson