Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Thursday, 15 January 2026; 1:00pm
Meeting Number: MIDAP/113
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/113 - 15 January 2026 - City of Melville

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF MELVILLE

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 189 (No.882) Canning Highway, Applecross - 16 Storey Mixed Use Development – DAP/25/02969
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

DAP Members
Francesca Lefante (Presiding Member)
Karen Hyde (Deputy Presiding Member)
John Syme
Cr Glynis Barber (Part B – City of Melville)
Cr Matthew Woodall (Part B – City of Melville)

DAP Secretariat
Kristen Gray
Ashlee Kelly

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

2. Apologies

3. Noting of Minutes

PART B – CITY OF MELVILLE

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 189 (No.882) Canning Highway, Applecross - 16 Storey Mixed Use Development – DAP/25/02969

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 - Lot 189 (No.882) Canning Highway APPLECROSS WA 6153 – 16 Storey Mixed Use Development

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner Development Assessment Panel	
Local Government Area:	City of Melville	
Applicant:	MW Urban	
Owner:	Vianro Pty Ltd	
Value of Development:	$60 million ☒ Mandatory (Regulation 5) ☐ Opt In (Regulation 6)	
Responsible Authority:	City of Melville	
Authorising Officer:	Peter Varelis – Director Planning	
LG Reference:	DAP-2025-8	
DAP File No:	DAP/25/02969	
Application Received Date:	8 September 2025	
Report Due Date:	6 January 2026	
Application Statutory Process Timeframe:	90 Days Under Schedule 2, Clauses 65A and 65B of the *Planning and Development (Local Planning Schemes) Regulations 2015* a request for additional information was requested by the City of Melville on 24th October 2025 and the additional information requested was provided by the applicant on 1st December 2025 which stopped the clock during this period.	
Attachment(s):	1. Development Plans 2. Traffic Impact Assessment 3. Landscaping Plan 4. Acoustic Report 5. Amenity Statement 6. Architect Statement 7. Sustainability Report 8. Waste Management Plan 9. Applicant Planning Report 10. Swept Path Analysis 11. MRWA Response 12. Submissions and FIR Response 13. DRP Minutes 14. Amended CBACP Assessment	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☒ Yes ☐ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to:

1. **Accept** that the DAP Application reference DAP/25/02969 is appropriate for consideration and compatible with the objectives of the zoning table in accordance with the City of Melville Local Planning Scheme No. 6.

2. **Approve** DAP Application reference DAP/25/02969 and accompanying plans (SK.02 Rev B, SK.03 Rev B, SK.04 Rev C, SK.05 Rev C, SK.06 Rev C, SK.07 Rev B, SK.08 Rev A, SK.09 Rev A, SK.10 Rev A, SK.11 Rev B, SK.12 Rev B and SK.13 Rev B) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Melville Local Planning Scheme No. 6, subject to the following conditions:

Conditions

1. The development the subject of this approval must comply with the approved plans at all times unless otherwise approved in writing by the City.

2. Prior to the commencement of demolition or construction, the applicant is to submit a Construction Management Plan (CMP) to the City for approval. Once approved in writing by the City, the development is to be carried out in accordance with the CMP to the satisfaction of the City.

3. Prior to the commencement of development, a stormwater design plan is to be submitted (an ARI of 1 in 100 year for a 24-hour storm duration is recommended) for the approval of the City. Prior to initial occupation of the development a Certificate of Compliance certifying that the development has been constructed in accordance with the approved plan is to be submitted to the City. All stormwater generated on site is to be retained on site in accordance with the plan approved in writing by the City.

4. Prior to the commencement of development, details of the exterior colours, materials and finishes are to be submitted to and approved in writing by the City. The development is to be constructed in accordance with those approved details.

5. Prior to the commencement of development, a detailed landscaping and reticulation plan for the subject site and road verges adjacent to the site shall be submitted to and approved in writing by the City. The landscaping plan is to include details of (but not limited to):
   a) The location, number and type of proposed trees and shrubs including planter size and planting density;
   b) Any lawns to be established;
   c) Any existing vegetation and/or landscaped areas to be retained; and
   d) Any verge treatments.

   The approved landscaping and reticulation plan is to be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter for the life of the development, to the satisfaction of the City. Any species which fail to establish within the first two

planting seasons following implementation shall be replaced in accordance with the City's requirements.

6. Prior to the commencement of development, a detailed Acoustic Report is to be submitted to the City for approval to demonstrate how all noise sources associated with the development will comply with the 'Assigned Noise Levels' contained in the *Environmental Protection (Noise) Regulations 1997* when the noise is received at any neighbouring noise sensitive premises. The development is required to operate in accordance with the recommendations set out in the approved Acoustic Report to the satisfaction of the City.

7. Prior to the commencement of development, a Signage Strategy is to be submitted to and approved in writing by the City. The Strategy is to demonstrate how the future signage requirements for all uses are to be accommodated. Once approved, the signage for the development is to be installed in accordance with the approved plan.

8. Prior to the commencement of development and in accordance with Local Planning Policy 1.4 – Provision of Art in Development Proposals and Element 17 of the Canning Bridge Activity Centre Plan, a public art plan is to be submitted to and approved in writing by the City in consultation with the City's Public Art Panel. Once approved, the public art is to be installed prior to the initial occupation of the development and thereafter be maintained for the life of the development to the satisfaction of the City. Alternatively, the public art contribution may be satisfied by a cash-in-lieu payment at the same rate, made prior to the commencement of development.

9. Prior to commencement of development, the remaining public art contribution calculated based on the final construction cost for portion which exceeds $50 million, is required to be provided as payment into the City's Public Art fund.

10. Prior to the commencement of works, a Travel Plan is to be prepared in accordance with Local Planning Policy 1.6 Car Parking and Access and submitted in writing for the approval of the City. Once approved, the management of the on-site parking and access is to be undertaken in accordance with the Travel Plan, to the satisfaction of the City.

11. Prior to commencement of development, a Parking Management Plan is to be prepared in accordance with Local Planning Policy 1.6 Car Parking and Access and submitted in writing for the approval of the City. The Parking Management Plan is required to include the following details:
    a) the car parking bays are to be provided for public parking on weekends and after 6pm, or the car parking bays shown on Ground Floor plan (Drawing No. SK.04 Revision C) are to be made available for public car parking at all times;
    b) allocation is to be made for car parking associated with the ground floor tenancies;
    c) the City of Melville being entitled to control and manage the public car parking bays, including by installing parking meters and making charges for parking, and may retain any revenue from the charges imposed, and the community benefit deeds shall, if necessary, address and give effect to these matters.

Once approved, the management of the on-site car parking is to be undertaken in accordance with the Parking Management Plan, to the satisfaction of the City.

12. Prior to the commencement of the development, a Way-Finding Strategy shall be submitted to and approved in writing by the City. The approved Way-Finding Strategy shall be implemented prior to the initial occupation of the development.

13. Prior to the commencement of development, a Green Star Registration Certificate must be submitted to the City to confirm the development can achieve a 5 Star Green Star - Design & As Built certified rating (demonstrating 'Australian Excellence') from the Green Building Council of Australia (GBCA) or equivalent. This should be supported by a project plan or similar confirmation document. Within 24 months of practical completion, an as Built certification must be achieved and evidence of this provided and approved in writing by the City.

14. Prior to commencement of development, payment for the removal and replacement of street trees/s is to be made to the City. The payment is to be calculated in accordance with Council Policy CP-029: Street Tree Policy.

15. Prior to the commencement of development, the City is to be provided evidence of a public liability insurance policy which has a minimum value of $20 million with a reputable public insurance office to cover the proposed awning encroachment into the road reservation to the satisfaction of the City. The applicant is to maintain this policy until the development is occupied.

16. Prior to commencement of development, the owner of the Land must enter into a deed with the City of Melville (City) in order to secure the provision and ongoing maintenance of the community benefits provided for the development. The deed:
    a) is to make provision for the matters described in the following conditions; and
    b) is to include other provisions necessary or convenient for the purpose of ensuring the community benefits are provided, managed and maintained.

    The deed is to be prepared by the City's solicitors on the City's instructions at the owner's cost and enforced by absolute caveat to be lodged in favour of the City against the certificates of title prior to occupation of the development.

17. The deed required for the provision of community benefits is to include those provisions which address:
    a) the provision of the landscape treatments and public car parking prior to the occupation of the development, and for those community benefits to thereafter be maintained to a standard satisfactory to the City by the owner (and future owners) for the life of the development. This may include (without limitation) the provision of lighting, signage, painting and/or marking out and, if required by the City, the requirement for the owner to obtain and maintain adequate public liability insurance and to indemnify the City against any claim connected with the use of these areas;
    b) the obligation for the owner, in the event the Land is the subject of a strata / survey strata subdivision, to ensure that the strata company adopts a bylaw by way of a management statement under section 5C of the *Strata*

Titles Act, which provides for the strata company to be responsible for the ongoing maintenance of the community benefits, and for the public to be able to access and use any of the community benefits which are located on common property; and

c) the need for the management statement required by the preceding paragraph to be expressed to require the consent of the City to any amendment or repeal of the management statement, pursuant to section 42(2d) of the *Strata Titles Act.*

18. In addition to the provisions set in the above conditions, the community benefits deed between the owner and the City is to include provisions addressing the following matters relating to the provision, management and maintenance of the community benefit spaces as described in Advice Note 1 and 2 of this approval, and as outlined in the approved plans:
    a) the requirement for the owner to use best endeavours to ensure that the community benefit spaces detailed by the above condition are always used during business hours for a community purpose approved by the City, and not left vacant or inoperative;
    b) that the City is not required to pay any 'start up' or ongoing costs with respect to the community facilities areas, except normal maintenance costs associated with the ownership of the community facilities areas;
    c) access to the public community spaces; and
    d) the management statement required by the preceding condition is to include provisions acceptable to the City with respect to the limitation on the use of the community facilities areas.

19. Prior to the occupation of the development and subject to the other conditions of this approval, the community benefit items specified in Advice Note 1 and 2 and as shown on the plans hereby approved must be provided and maintained throughout the life of the development by the owner of the land at Lot 189 (No. 882) Canning Highway, Applecross and to the satisfaction of the City. The obligation on the owner to maintain the community benefits will continue notwithstanding the Land may be subsequently subject to a strata title or other form of subdivision.

20. Prior to the occupation of the development, a legal agreement is to be entered into between the City and the future owners to ensure that the public liability insurance policy is maintained for the life of the development and renewed annually. The legal agreement is to be registered on the certificate of title using appropriate mechanism with the owner is responsible for payment of all costs associated with and incidental to the preparation of (including all drafts), stamping and registration of the legal agreement.

21. Prior to the occupation of the development, the car parking areas are to have infrastructure in the form of conduits and capacity in the electrical distribution system and metering for future provision of electric car charging for a minimum of nine car parking bays to the satisfaction of the City.

22. Prior to occupation of the development, details regarding frequency of service vehicles and waste trucks accessing the loading bay are required to submitted and approved in writing by the City.

23. Prior to the occupation of the development, all vehicle parking bays, bicycle parking facilities, manoeuvring areas, line markings, vehicle access sightlines, directional arrows, grades of the access ramp and point of ingress and egress shall be provided in accordance with AS 2890.3 and AS/NZS 2890.1:2004, to the satisfaction of the City. All car parking and vehicle access and circulation areas shall be maintained and available for car parking / loading and vehicle access and circulation on an ongoing basis.

24. Prior to the initial occupation of the development, a notification under section 70A of the *Transfer of Land Act 1893* must be registered over the Certificate of Title of the subject lot to notify owners and prospective purchasers of the land the existence of a hazard or other factor. The notification is to be prepared and executed at the applicant's cost and is to state as follows:

    "The lot is situated in the vicinity of a transport corridor and is currently affected or may in the future be affected by transport noise."

25. Prior to the initial occupation of the development, end of trip facilities comprising 69 lockers, 10 showers and towel drying racks are to be provided, to the satisfaction of the City. The facilities shall thereafter be retained for the life of the development.

26. Prior to the occupation of the development, the subject site is to be served by an approved vehicle crossover constructed to the City's specifications and satisfaction.

27. Prior to the initial occupation of the development, the bin compound(s) as shown on the approved plans is to be constructed and maintained in perpetuity to the satisfaction of the City. The bin compound(s) are to be constructed to satisfy the following requirements:
    a) Provided with a tap and connected to an adequate supply of water. The tap is to be in a position so that it will not be susceptible to being damaged by the bins being removed for collection;
    b) Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness;
    c) Having walls not less than 1.8 metres in height and having an access point of not less than 1 metre in width for resident/tenants to access the area and fitted with a self-closing gate;
    d) Containing a smooth and impervious floor of not less than 75 millimetres in thickness; and provided with adequate and appropriate drainage to sewer. This pertains to commercial properties where approval is required from the Water Corporation for discharge of liquid waste; and
    e) Not readily accessible by the public.

28. Prior to the occupation of development, the land affected by Planning Control Area 185 is to be ceded free of cost to the State of Western Australia for the purpose of upgrading Canning Highway and set aside as a lot for future acquisition.

29. The development is to be constructed and operated in accordance with the Waste Management Plan [Urbii – Dated September 2025] and the City's Waste Management Guideline for New Developments, to the satisfaction of the City.

30. Within 12 months of occupation, evidence is to be provided from a suitably qualified consultant, confirming that the building has been constructed in accordance with the Environmentally Sustainable Design Strategy prepared by Summation, dated June 2025.

31. Lighting is to be provided to all car parking areas in accordance with Australian Standard AS 1158.3.1 (Cat. P). All external lighting is to be hooded and oriented to minimise light spill.

32. The windows at ground floor level are to remain visually permeable. Coverings including signage, reflective or heavily tinted glazing or installation of shop fittings and fixtures on the inside of shopfront windows at ground floor level is not permitted without further development approval.

33. Temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, sales, administration and construction activities are permitted to be installed within the property boundaries of the subject site(s) for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties to the satisfaction of the City and are to be removed prior to initial occupation of the development.

34. The loading bays are to be set aside and marked for the exclusive use of service, delivery and courier vehicles between 7am – 7pm each day, to the satisfaction of the City.

35. Any roof mounted or freestanding plant or equipment is to be located and/or screened so as not to be visible from the surrounding street(s) prior to the initial occupation of the development to the satisfaction of the City.

Main Roads WA Conditions

36. No part of the development, other than the temporary structures, shall be located within the land requirement for Canning Highway, or within the land requirement for Planning Control Area (PCA) No. 185 as detailed in the enclosed Plan No. 1_8144-1.

37. All temporary structures encroaching on the Canning Highway Primary Regional Road Reservation and PCA 185, including but not limited to the overhanging awning, planters, paving, and landscaping, shall be removed by the landowner within 28 days of receiving notice from Main Roads. The removal of these structures shall be carried out to Main Roads' requirements and at the full cost of the landowner.

38. Prior to the submission of a building permit application, a Traffic Management Plan for construction shall be submitted for approval to the satisfaction of the City of Melville in consultation with Main Roads. The Traffic Management Plan must detail how traffic shall be managed at all times and must be implemented and maintained throughout the construction of this development.

39. Prior to undertaking works within the Canning Highway Road Reserve, a Working on Roads Permit must be obtained from Main Roads.

40. Prior to the issue of a Building Permit, the redundant vehicle crossover is to be removed, and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Melville and to the specifications of the local government.

41. The signage component is not approved as part of this application.

42. Stormwater discharge shall not exceed pre-development discharge to Canning Highway Road Reserve.

43. All waste collection is to be onsite.

Advice Notes

i. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval will lapse and be of no further effect.

ii. With respect to the Community Benefits related conditions listed above, the community benefits to be provided are as follows:
- **Design comprising high quality active street frontages**. This space provided to the frontages of the development includes the provision of 79m of active frontage, 366m^2 of streetscape upgrades, 214m^2 of public space, retention of 1 mature tree, 1 new street tree, planter boxes with seating, and covered walkways ;
- **Provision of public facilities** including street furniture (comprising 12x seats and 5x tables) and 4x bicycle racks;
- **97m^2 of Planning Control Area 185 land to be ceded** free of charge to the State of Western Australia.
- Access to and provision of **public parking outside of office operating hours or 7 public car parking bays** at ground floor level as shown on the approved plans.

iii. To enable the easy removal of graffiti, it is encouraged that the ground floor level of the building/s and/or fencing/street walls is/are to be treated with a non-sacrificial anti-graffiti agent.

iv. Prior to commencement of construction, a Crossover Application is required to be submitted to and approved in writing by the City. The crossover is to be designed to be:

a) a maximum width of 6m as shown on the development plans.

b) located a minimum of 2m away from the outside of the trunk of any street tree; and

c) minimum of 1m from any existing street infrastructure.

The crossover is to be constructed prior to the initial occupation of the development in accordance with the City's specifications, to the satisfaction of the City.

v. In relation to the Construction Management Plan (CMP), it is recommended that the CMP is submitted at least 30 days prior to the demolition or building permit

to avoid delays in the processing of these permits. The CMP is to be prepared having regard to the provisions of *Local Planning Policy 1.22 Construction Management Plans*. It should be noted that the MRWA condition requiring a Traffic Management Plan may be covered within the CMP.

vi. Construction is not permitted to obstruct traffic without prior written consent from the City's Technical Services department. Should the construction require a lane or road closure, a Traffic Management Plan is required to be approved by the City prior to any such works.

vii. In relation to the provision of public art, the required public art contribution is based on the final Construction Cost as defined within Local Planning Policy 1.4 – Provision of Art in Development Proposals. It is noted based on an estimated cost of construction of $60 million that a $500,000 contribution of public art provision on site or cash in lieu is required to be provided to be paid into the City's public art fund to be expended within proximity of the development site. An additional contribution of 0.5% for every construction cost dollar over $50 million is required to be to be paid into the City's public art fund. For any public art provided on site, this is required to be provided in accordance with an approved public art plan which is prepared in accordance with Local Planning Policy 1.4 – Provision of Art in Development Proposals.

viii. Unless otherwise approved in writing by the City, all trees located on the verge adjacent to the land on which the development is to take place are to be protected throughout the duration of the demolition and construction processes of the development via the installation of a Tree Protection Zone (TPZ). Each TPZ is to be installed prior to demolition of the site or commencement of development (whichever occurs first), in accordance with the following criteria:

- A free-standing mesh fence erected around each street tree with a minimum height of 1.8m and a 2m minimum radius measured from the outside of the trunk of each tree.
- If an approved crossover, front fence, footpath, road or similar is located within the 2m radius of the TPZ, the TPZ fencing is to be located the minimum distance from the approved works that is required to complete the works.
- Fixed signs are to be provided on all visible sides of the TPZ fencing clearly stating 'Tree Protection Zone – No Entry'.
- The following actions is to not be undertaken within any TPZ:
    - Storage of materials, equipment, fuel, oil dumps or chemicals;
    - Servicing or refuelling of equipment or vehicles;
    - Attachment of any device to any tree (including signage, temporary service wires, nails, screws, winches or any other fixing device);
    - Open-cut trenching or excavation works (whether or not for laying of services);
    - Changes to the natural ground level of the verge;

ix. Access of service vehicles to the property including deliveries and the operation of forklifts and related equipment is not to occur before 7:00am or after 7:00pm Monday to Saturday and shall not occur at all on Sundays and Public Holidays.

x. In relation to the required detailed acoustic report, the report is required to address the following matters:

a) Noise contour plots must clearly and accurately illustrate the noise generated from the premises, with mapping that is logical, easy to interpret, and suitable for assessment.
b) Appropriate sound power levels must be applied in all noise modelling.
c) Correct noise criteria must be applied and clearly stated in the assessment.
d) All algorithms, assumptions, and modelling conditions must be clearly outlined.
e) The location of all relevant noise receivers must be clearly identified on the site plan, including both current and future noise-sensitive residential developments.
f) All relevant sound sources associated with the project must be included in the assessment.
g) Provide appropriate comparisons between worst-case and calm meteorological conditions and clearly explain how compliance is achieved under each scenario.
h) Any claims regarding the absence of specific noise characteristics must be clearly justified by the acoustic consultant.
i) Noise control recommendations must be clearly expressed, practical, and supported by technical justification.
j) The report must specifically address how the development complies with the Environmental Protection (Noise) Regulations 1997.

xi. This development constitutes a “Food Business” as per Section 107 of the *Food Act 2008* and therefore is to comply with the provisions of the *Food Regulations 2009* and the Food Safety Standards. For further information please contact the City’s Health Services.

xii. Consultation with Water Corporation is recommended in relation to the sewer main.

Main Roads WA Advice Notes

a) Lot 189 is impacted by PCA 185 for the future upgrade/widening of Canning Highway, as shown on the enclosed PCA No. 185 Plan 1_8144-1. The land will be required for road purposes at some time in the future.

b) Where a PCA is in place, approval for development is required from the Western Australian Planning Commission, as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary.

c) There are key services (including MRWA traffic signal conduits and controller) located within the footpath that will need to be taken into consideration when excavating the basement levels.

d) The access on Sleat Road may be modified to left-in/left-out due to a raised median in the future, subject to the review of Canning Highway.

e) The upgrading/widening of Canning Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

f) Regarding works within the road reserve, the applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website> Technical & Commercial> Working on Roads.

Details: outline of development application

Region Scheme	**Metropolitan Region Scheme**
Region Scheme - Zone/Reserve	Urban Planning Control Area 185
Local Planning Scheme	City of Melville Local Planning Scheme No.6
Local Planning Scheme - Zone/Reserve	Centre C2
Structure Plan/Precinct Plan	Canning Bridge Activity Centre Plan
Structure Plan/Precinct Plan - Land Use Designation	Office/Shop/Restaurant
Use Class and permissibility:	Office – Preferred Shop – Preferred Restaurant – Preferred
Lot Size:	2616m²
Existing Land Use:	Fast food outlet/ lunch bar
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The proposal is for a 16-storey development comprising three ground floor shop tenancies and a restaurant tenancy, basement and podium level car parking (levels 1-3) and upper floor office space (levels 4-16). The development also comprises the following:

- Vehicle parking comprising 158 car parking bays and 46 motorcycle parking bays;
- End of Trip facilities including the provision of 134 bicycle parking spaces;
- 2,034m^2 of landscaping including green walls, on-structure planting and soft landscaping; and
- Access and egress from Sleat Road and Canning Highway (via an access easement). The proposed access from Sleat Road will be via a new crossover to the north of the subject site. Access to and from the subject site to Canning Highway will be maintained via the existing access easement.

Proposed Land Use	Mixed Use (Office, Restaurant and Shops)
Proposed Net Lettable Area	13,440m^2
Proposed No. Storeys	16
Proposed No. Dwellings	Nil

Background:

Site Context

The subject site has dual frontage to Sleat Road and Canning Highway and currently, is occupied by two fast food outlets. The topography of the site is generally flat with a slope of approximately 600mm from west to east. One verge tree is located on the Sleat Road verge and no trees are located within the current Canning Highway road reservation.

The site is bounded to the north by a veterinary centre and to the west by residential apartments and commercial tenancies. Single storey commercial tenancies and associated car parking is located to the northeast of the site, opposite Sleat Road. Further northeast of the site is the 'Forbes' building located at 10 Forbes Road, comprising a 13-storey mixed use development with 57 multiple dwellings and 3 commercial tenancies. To the southeast of the site, opposite Canning Highway, is 'the Precinct' building located at 893 Canning Highway which comprises a 22-storey mixed use development comprising 11 commercial tenancies and 199 multiple dwellings.

The subject site has an existing access easement which is shared with the adjoining property located at 880 Canning Highway. This easement allows vehicle access from the subject site to Canning Highway via the adjoining property at 880 Canning Highway and is located along the southwestern boundary.



Figure 1: Aerial Image of the Subject Site

Planning Context

Under the City of Melville Local Planning Scheme No.6 (LPS 6) the subject site is zoned ‘Centre C2’ with a density coding of R-AC0. The subject site falls under the Canning Bridge Activity Centre Plan (CBACP) and is designated as Mixed Use (M15) - Up to 15 Storeys. Most of the development controls for the subject development are contained within the CBACP, however, LPS6 also applies to the development, as well as various other local and state planning policies.

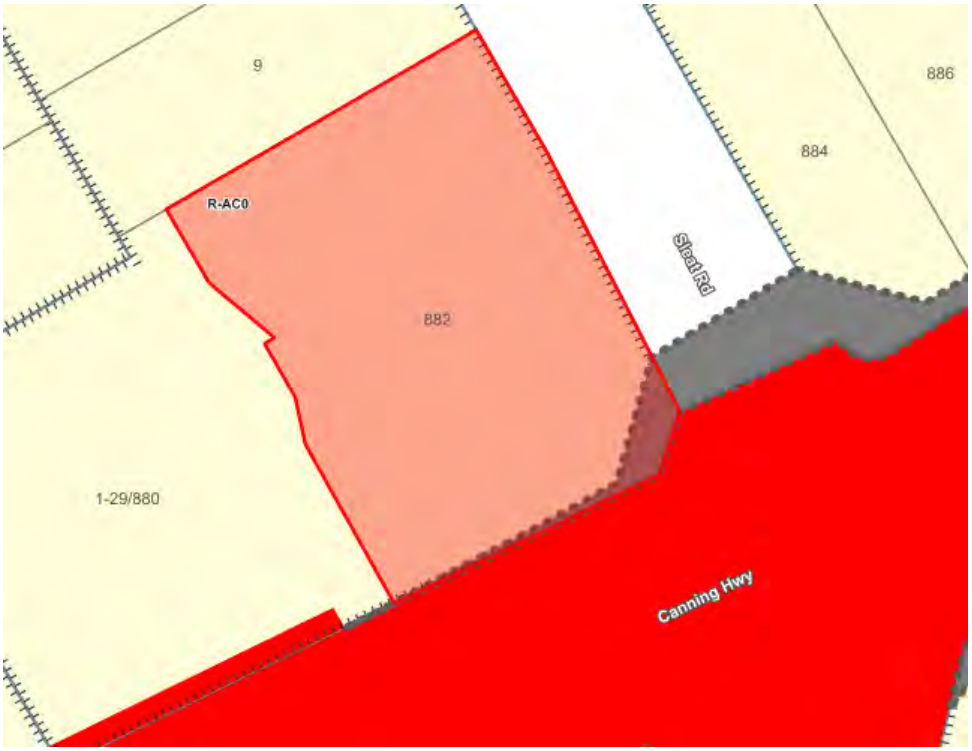


Figure 2: LPS 6 Zoning map

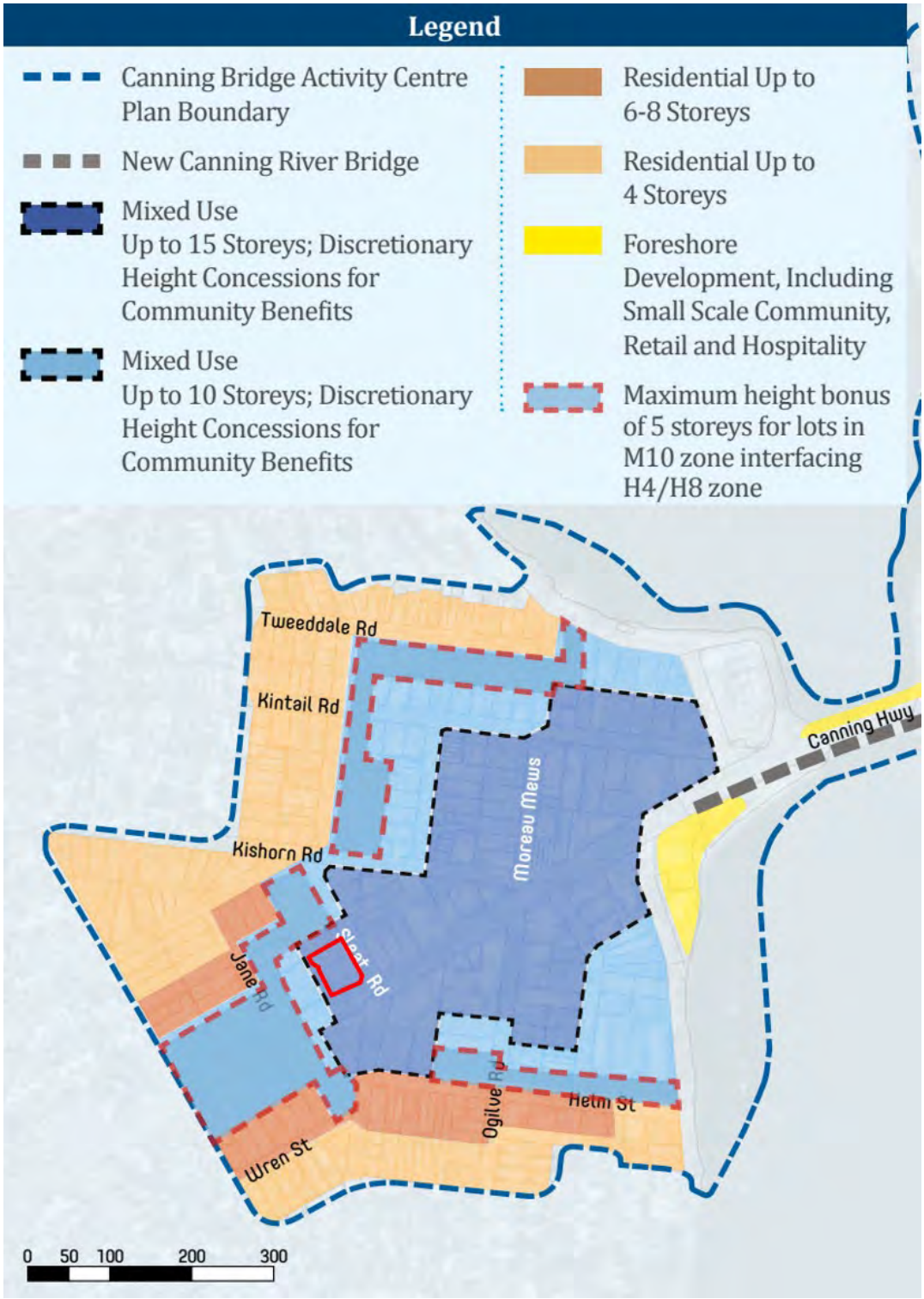


Figure 3: Extract of Canning Bridge Activity Centre Plan shows subject site (marked in red) within 'Mixed Use (M15) area'

Planning Control Area 185

The subject site includes a portion of Planning Control Area 185 (PCA 185) within the lot boundary (refer Figure 4). The purpose of PCA 185 is intended to protect land identified for future road widening purposes for Canning Highway. Furthermore, PCA185 is required over the subject site and surrounding properties adjoining the

Canning Highway road reserve to ensure that no development occurs on the land which might prejudice this purpose until it may be reserved for Primary Regional Roads purposes in the Metropolitan Region Scheme (MRS).

The total area of the portion of PCA 185 within the subject site is 97m^2 and extends from the southwestern to southeastern corner of the site. PCA 185 remains in effect for a period of 5 years commencing on 14th February 2025, or until revoked by the Western Australian Planning Commission (WAPC).

The design of the proposed development includes removable structures within PCA 185 and allows for road widening to occur in the future if required. The design of the development within PCA 185 is discussed further within the Planning Assessment section of this report.



Figure 4: PCA 185 (highlighted red) within the subject site

Legislation and Policy:

Legislation

- *Planning & Development Act 2005*
- *Planning & Development (Local Planning Schemes) Regulations 2015*
- Metropolitan Region Scheme (MRS)
- City of Melville Local Planning Scheme No. 6

State Government Policies

- SPP3.0: Urban Growth and Settlement
- SPP4.2: Activity Centres for Perth and Peel
- SPP 5.4: Road and Rail Noise
- SPP7.0: Design of the Built Environment

Structure Plans/Activity Centre Plans

- Canning Bridge Activity Centre Plan

Local Policies

- CP-029: Street Tree Policy
- LPP1.1 Planning Process and Decision Making
- LPP 1.2 Design Review Panel
- LPP1.3 Waste and Recyclables Collection for Multiple Dwellings, Mixed Use and Non-Residential Developments
- LPP 1.4 Provision of Public Art in Development Proposals
- LPP 1.5 Energy Efficiency in Building Design
- LPP 1.8 Crime Prevention Through Environmental Design of Buildings Policy
- LPP1.10 Amenity
- LPP 1.16 Flood and Security Lighting
- LPP 2.1 Non-Residential Development
- LPP 2.2 Outdoor Advertisements and Signage
- LPP 1.20 Canning Bridge Activity Centre Plan – Density and Bonus Provisions
- LPP 1.22 Construction Management Plans

Review of the Canning Bridge Activity Centre Plan

The development is subject to the requirements of the CBACP. An assessment of the development against the current provisions of the CBACP is contained in the Planning Assessment section of this report.

The CBACP document is currently under review. At the Ordinary Council Meeting (OCM) held on 18 & 19 April 2023, Council resolved to recommend approval of the advertised draft CBACP to the WAPC subject to a series of modifications. The report to Council provides a detailed explanation of the history of the CBACP review process, the City's planning assessment (including the results of the community engagement process) and the options available to the WAPC in considering the review. A copy of the Council Minutes can be sourced from the following URL: https://www.melvillecity.com.au/our-city/our-council/agendas-and-minutes/ordinary-meeting-of-the-council/2023/april/minute-ordinary-meeting-of-council-18-april-2023.

There are several changes in the draft amended CBACP which would impact the design of the development. These include amendments to built form and mass, heights, development requirements to Canning Highway, bonus height provisions, deep soil areas, minimum lot sizes, street setbacks, changes to setbacks for tower and podium elements and street frontages. Refer to Attachment 14 for a summary of the development assessment against the draft amended CBACP.

In considering the extent of regard to be given to the amended CBACP, an assessment is required in relation to:

1. The extent to which the proposed development meets the requirements of the draft amended CBACP.
2. Whether approval of the draft amended CBACP is both ‘certain’ and ‘imminent’.

The proposed changes to the draft amended CBACP have been considered by Council and a recommendation provided to the WAPC. At the time of drafting this report, the City is aware that the Department of Planning, Lands and Heritage (DPLH) are in the process of assessing the draft amended CBACP. The City has been informed by the DPLH that the assessment of the modifications is on-going with further information being requested of the City on two separate occasions regarding community benefits and bonus heights since Council adoption in April 2023. Notwithstanding, no indication has been provided to the City as to the degree of support from DPLH for the Council adopted modifications. In this regard, it is considered by the City that certainty and imminence does not apply to the proposed Council adopted modifications.

On balance, and for the purpose of this development assessment, it is considered more appropriate to assess the development against the development controls having regard for the currently adopted CBACP given the draft amendments are neither certain nor imminent.

Consultation:

Public Consultation

In accordance with *Local Planning Policy 1.1 - Planning Process and Decision Making* (LPP1.1) and the *Planning & Development (Local Planning Schemes) Regulations 2015*, the application was advertised for a period of 28 days commencing 2 October 2025 and concluding 30 October 2025. Consultation was undertaken by placing two signs on the subject site (one facing Sleat Road and one facing Canning Highway), as well as written correspondence to the surrounding owners/occupiers within a 200m radius of the subject site (refer Figure 5) and publication of the development plans with supporting documents on the City’s online engagement portal ‘Melville Talks’.

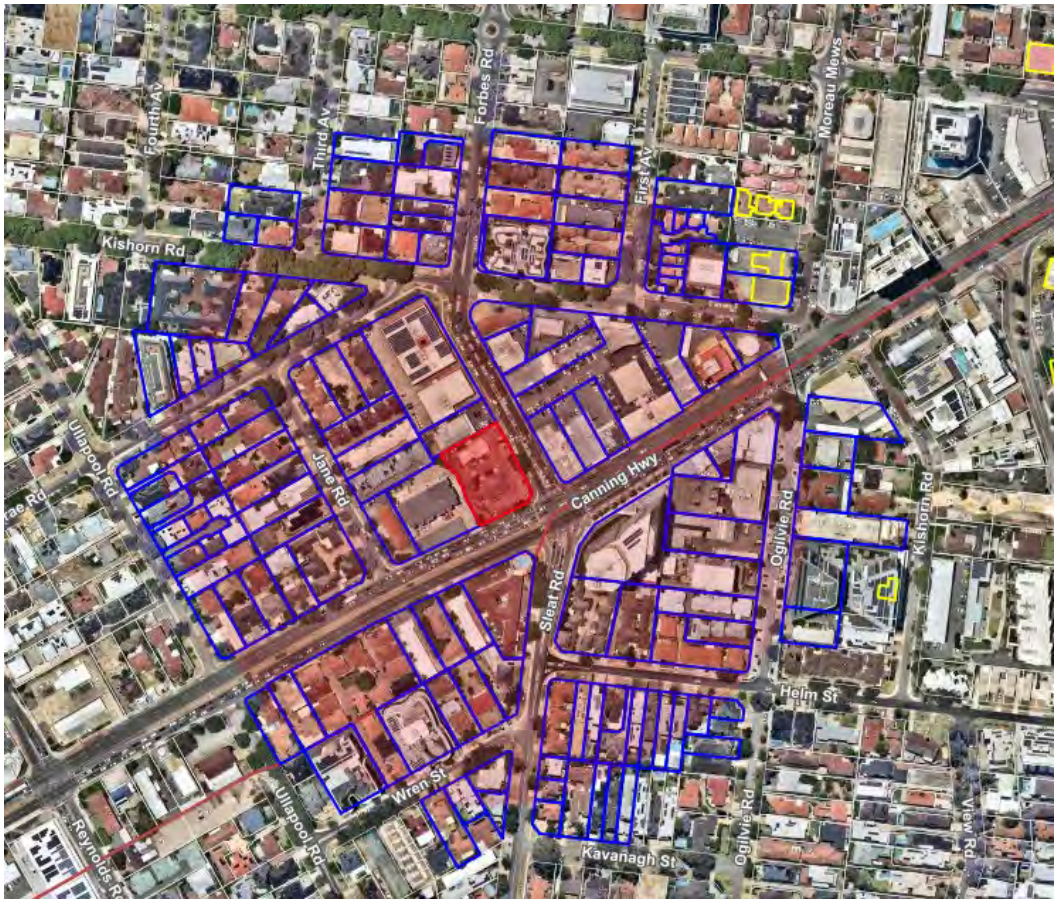


Figure 5: Consultation to surrounding sites within a 200m radius (outlined blue)

The City received 37 submissions relating to the development application during this consultation period. One submission supported the development, and two neither supported nor objected to the proposal with the remaining 34 objecting to the development.

A summary of the matters raised in response to the consultation undertaken is provided below:

Issue Raised	Officer comments
Traffic, parking and access	A Traffic Impact Assessment (TIA) has been prepared in support of the development. Modelling undertaken as part of the TIA indicates that traffic generated from the proposed development will contribute less than 2% of total traffic at the Canning Highway/Sleat Road intersection by 2037. According to the TIA, the increase is within normal daily fluctuations experienced in the network and will not materially impact the overall performance of the broader road corridor and therefore does not require any road upgrades or changes to the surrounding road network to accommodate the proposed development.

	The TIA indicates that the proposed development has been intentionally designed with less than the required amount of car parking bays under the CBACP to reduce vehicle trips and encourage alternative and more sustainable modes of transportation such as public transport, walking and cycling. In relation to concerns raised about the provision of bicycle and motorcycle parking, the TIA has outlined that the proposed development does not result in material volumes of motorcycle and cycling traffic to the surrounding network. In response to the access and egress to Sleat Road from the adjoining property at No. 880 Canning Highway, the applicant has indicated that this arrangement will not be lost as a result of the proposed development. The TIA has been peer reviewed by a qualified traffic consultant as well as the City's Technical Services team. A Travel Plan and Parking Management Plan is recommended to be conditioned as part of an approval. Additionally, a condition of approval will require the proposed development to provide public parking in addition to tenant and ground floor tenancy parking which is discussed further within this report.
Design and scale of development	The design of the development requires the exercise of discretion for various elements which is discussed further below in the Planning Assessment section of this report. The proposed development is considered to appropriately respond to the surrounding context, particularly in relation to other buildings of similar scale within the CBACP. Surrounding development such as the 'Forbes' Building is 13-storeys (49.25m) in height and the 'Precinct' Building located opposite Canning Highway to the subject development is 22-storeys (75m). In comparison, the proposed development is 16-storeys (65.2m) in height. As such, the proposed development is considered generally consistent with the scale and character of these surrounding buildings and other development of similar scale located within the broader CBACP. Notwithstanding, it is noted that discretion has been applied to majority of the major developments under the CBACP with various forms of community benefits provided within those developments.

	Under the CBACP, surrounding properties are capable of achieving up to 10-15 storeys as the benchmark height with the potential to achieve additional height bonuses. The bonus height is subject to a performance assessment against the requirements of Elements 21 and 22 of the CBACP. Accordingly, the proposed development is considered to meet the relevant Desired Outcomes of all requirements of Element 21 and 4 of the requirements under Element 22 of the CBACP, which is further discussed in the Planning Assessment section. The proposed design is generally considered commensurate with surrounding properties approved under the CBACP. The proposed design is considered by the City's DRP to be of a high-quality and aligns with the principles of design excellence. No objections to the height, bulk and scale were raised throughout the DRP process.
Construction impacts	A Construction Management Plan (CMP) will be required as a condition of approval, should the application be approved. The CMP must be prepared and submitted to the City for approval prior to the commencement of building works and will be required to outline measures to minimise potential impacts on adjoining properties. The CMP is to meet the requirements of the City's LPP 1.22 – Construction Management Plans and will be the subject of internal review processes. Any damage to verges, kerbing or footpaths during the construction phase will be the responsibility of the applicant to repair. Protective measures are required to be detailed within the CMP to ensure that any adverse impacts associated with construction activities are appropriately managed and mitigated.
Amenity	The proposed development has been designed with consideration of the amenity of adjoining properties, particularly solar access and visual privacy. The applicant has demonstrated that the proposed development will not result in unacceptable overshadowing impacts on adjoining properties. The shadow diagram provided by the applicant indicates that when the building will cast the greatest shadow, the shadow will fall on a portion of the commercial properties within the boundary of 880 Canning Highway, the Canning Highway road reserve and the motel located on the opposite side of Canning Highway to the subject site at 889 Canning Highway. The shadow will not be cast onto the

	Precinct apartment building located at 893 Canning Highway at its greatest shadow. The level 3 outdoor roof deck includes landscape screening on the southwestern boundary adjoining 880 Canning Highway, which includes balconies on its northeastern elevation. Furthermore, the top of the podium is setback from the adjoining property, reducing any visual privacy impacts from the proposed outdoor roof deck. The height and scale of the development will not restrict northern oriented views from adjoining properties to the east and west of the subject site. The balconies on the apartment building located at 880 Canning Highway face north and east. Views to the north of 880 Canning Highway face the Swan River, Kings Park and the Perth CBD. Views to the east face the Swan River and Canning Bridge. Whilst it is acknowledged that some of the views may be lost to the east from the neighbouring property, views to the north will still be maintained. Views from the existing motel at 889 Canning Highway will be lost facing northwards, however, as this existing development is 3-storeys in height, most of these views are already obstructed via similar-scale development within the CBACP such as the Forbes building. Views to the northwest from 893 Canning Highway will be slightly obstructed from the development, however, views to the north, northeast, east and west will not be impacted by the development. The nature and scale of development contemplated through the height parameters within the CBACP will inevitably impact views throughout the area. The tower element is well setback to lot boundaries and is of a design which has mitigated bulk impacts through location and design. The applicant has provided an Acoustic Report in support of the development which has not raised any concerns with the proposal in terms of noise emissions. An Amenity Statement has also been provided by the applicant demonstrating that the proposed design will maintain the amenity of the surrounding area, most notably adjoining and adjacent residential apartments to the southwest and southeast of the subject site.

Environmental concerns	A sustainability report has been provided with the application to demonstrate that the proposed development is capable of meeting a 5-Star Green Star Rating, which exceeds the 4-Star Green Star rating which is required by the CBACP in this location. Strategies such as the provision of PV panels, landscaping, sustainable transport promotion, end-of-trip facilities and water efficient initiatives have been incorporated into the design at the preliminary stage and are subject to further refinement through the detailed design stage. A condition of planning approval is recommended should the development be approved to require the development meets a minimum 5 Star Green Star - Design & As Built certified rating.
Land use	Office, shop and restaurants land uses are all preferred land uses for the M15 area in this location. Furthermore, the provision for mixed use development in activity centres is contemplated given its proximity to services and public transport. The provision of additional shops and restaurants creates additional service offerings to the community and future office tenants will assist in anchoring these uses. The applicant has confirmed that the development will only proceed where there is a pre-commitment to the proposed spaces and will not be undertaken on a speculative sale or leasing basis.
Concerns with loss of property value	The potential effect on property values is not a matter that can be taken into account when assessing development applications.
Building over easements	The proposed development has been designed to consider existing easements within the subject site and on the property boundary. The plans indicate that the proposed development avoids construction over sewerage and electricity easements located to the north and southwestern boundaries. Further review at the detailed design stage will require support from the relevant authorities that the proposed development will not compromise these easements.
Missing technical reports	The development application has been supported by various technical reports such as a TIA, acoustic assessment, landscaping plan, sustainability report and a waste management plan.

	The supporting documentation is considered necessary for planning assessment of the proposed development.

Summary of Support Submissions

Support increase to residential and commercial property stock	Noted.

City of Melville Internal Referrals

The application was referred to relevant internal teams for technical review. No outstanding concerns were identified, subject to the application of appropriate conditions should approval be granted.

Referrals/consultation with Government/Service Agencies

MRWA

The application was referred to Main Roads WA (MRWA) for review and comment on 15 September 2025. MRWA requested additional information in relation to amended plans showing that the PCA does not include permanent structures such as awnings and permanent structures as well as updated SIDRA files.

The applicant provided amended plans demonstrating that awnings or hard structures proposed within the PCA boundary could be removable, if required for future road widening purposes. MRWA provided correspondence dated 11th December 2025 supporting the proposal, subject to conditions. Refer to Attachment 12 for MRWA comments.

The conditions requested by MRWA have been incorporated into the City's recommendation and minor modifications to ensure appropriate implementation have been reviewed and deemed appropriate by MRWA.

Design Review Panel Advice

The application was presented to the City's Design Review Panel (DRP) in May and July 2025. The final design was submitted to the DRP Chair for review in October 2025. The minutes of these meetings are included as Attachment 13. The DRP was generally supportive of the development as proposed, and the opportunities for improvement suggested by the DRP were taken on board by the applicant and incorporated into the design. The third review undertaken by the DRP Chair indicates that the proposed design meets all ten principles of SPP 7.0.

The applicant has provided amended plans which indicate that any structures within the PCA boundary, including awnings and planter boxes are removable, should a future road widening occur in this location. It is noted that this design approach affords flexibility to the design should a future road widening occur in this location.

It is not expected that the future road widening would result in a design modification that would undermine the design excellence achieved through the DRP process.

The further information provided by the applicant to address MRWA comments is not deemed to undermine the design excellence of the proposal as awnings may be reinstalled to achieve necessary pedestrian amenity and therefore no further referrals to the DRP Chair were considered necessary.

Planning Assessment:

Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* lists a range of matters that require the decision maker to have due regard for when considering an application for development approval. This includes requirements set out in the local planning scheme and any local planning policy. The provisions within the City of Melville's Local Planning Scheme No. 6 (LPS6) give due regard to the Canning Bridge Activity Centre Plan (CBACP), and as such, an assessment has been provided against the areas of discretion against the CBACP in the below sections.

State Planning Framework

SPP 7.0 – Design of the Built Environment

The 10 key design principles contained within *State Planning Policy 7.0 – Design of the Built Environment* (SPP7.0) set a framework for urban development to address design quality and built form. These principles have been assessed as follows:

Design Principle	**Development Context**
Context & Character	The proposed design is generally considered commensurate with surrounding properties approved under the CBACP and evolving context and character of the locale. The proposed development is identified for a 'Landmark Building' under the CBACP as the site is in a prominent location. As such, the proposed design is of a standard which establishes a positive built form outcome expected of a landmark site and responds well to the surrounding context.
Landscape Quality	The proposal includes over 2,000m^2 of landscaping including on-site (ground level) planting and on-structure (podium) planting through the provision of green walls, deep soil areas and soft landscaping. The on-site landscaping includes 367m^2 of landscaping and the on-structure landscaping has a total area of 1,711m^2. The application is supported by a landscape plan which details various planting species, and outlines a planting palette across the site.
Built Form & Scale	The proposed development is generally considered commensurate with surrounding properties approved under the CBACP and evolving context and character of the locale. The podium and tower elements are of a high-quality design, and the 'crevice' design of the tower is considered a high-quality architectural design outcome. The height discretion sought has been assessed under the relevant requirements of the CBACP and is discussed further in the Local Government Planning Framework section of this report.

Functionality & Build Quality	The proposed development includes separate entry points for the End of Trip (EoT) facilities, car parking entrances and pedestrian entrances which enhances the functionality of the development. The quality of the build is also considered to be of a high standard with the incorporation of various materials designed to provide the development with longevity.
Sustainability	A sustainability report provided by the applicant indicates that the proposed development has incorporated sustainable initiatives to achieve a 5-Star Green Star rating. The development includes passive design principles including natural ventilation, solar access, provision of PV panels and EV charging bays. Landscaping has been designed to support urban cooling and water efficiency. Alternative transport modes are supported through the provision of bicycle parking and end of trip facilities.
Amenity	The proposed development has been designed to consider amenity of adjoining properties, particularly in relation to solar access and visual privacy. The shadow cast from the proposed development in mid-winter (when the shadow cast is at it's greatest) does not impact adjoining residential development. Provision of landscaping on level 3 provides natural screening combined with generous setbacks to the adjoining residential apartments which have major openings facing the proposed development.
Legibility	Legibility is provided through the inclusion of connecting footpaths, providing for identifiable entry areas for pedestrians and separate vehicle access along Sleat Road and Canning Highway (via the existing access easement). A Wayfinding strategy condition is recommended to be applied should the development be approved to ensure the development provides legible features.
Safety	Ground floor uses have incorporated glazed windows which allow passive surveillance towards the Canning Highway and Sleat Road frontages. Traffic generation, particularly the modelling in the supporting TIA has been peer reviewed and deemed acceptable. Sightlines and gradients comply with the provisions of Local Planning Policy 1.6 – Parking and Access. Condition 23 requires the development to provide sightlines and gradients in accordance with the relevant Australian Standards.
Community	The addition of ground floor shops and a café/restaurant use will increase the range of service offerings within the community. The office use will generate additional employment offerings and support other businesses in proximity to the site.

	The provision of landscaping and open space including fixed furniture and public bicycle racks at the front of the building provides additional community benefit. Public art locations have been identified for the subject development and a public art condition is proposed to applied for the applicant to provide a public art plan and contribution prior to the commencement of development (due to the cost of construction exceeding $50 million).
Aesthetics	The design has incorporated materials and design which results in articulation, diversity of materials and architectural expressions which result in a design outcome that provides high-quality aesthetics.

Local Government Planning Framework

Canning Bridge Activity Centre Plan

The majority of development controls applicable to this development are outlined within the CBACP.

The proposed development is mostly consistent with these development controls, however, discretion is sought against several elements of the CBACP, as outlined in the below section.

CBACP Element 3 – Heights

Provision	Requirement	Proposal	Assessment
ACP Element 3 - Heights	Max 15 storey / 48m above NGL	16 Storeys and 65.2m above NGL	Discussed further in the officer comments section.

Figure 6, below, outlines the portion of the proposed development (shown in red) in terms of the height in metres which requires assessment against Elements 21 and 22 of the CBACP.

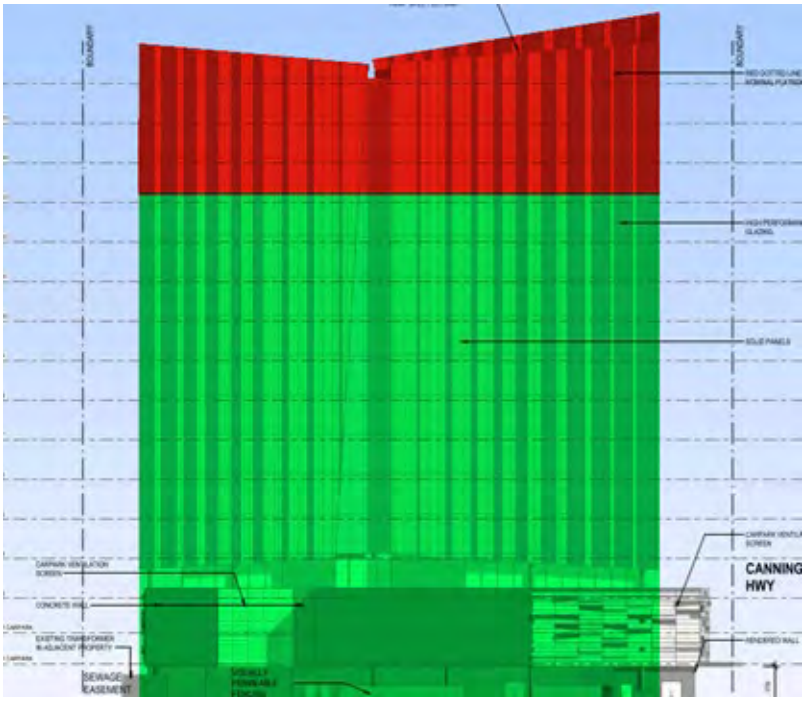


Figure 6: Portion of building height requiring assessment against Elements 21 and 22 of the CBACP shown in red.

Figure 7, below, outlines the portion of the proposed development (shown in red) in terms of the height in storeys which requires assessment against Elements 21 and 22 of the CBACP. The unhighlighted portion above the red line is an architectural feature and is not considered as a storey under the CBACP as there is no ceiling or roof above the proposed roof level.

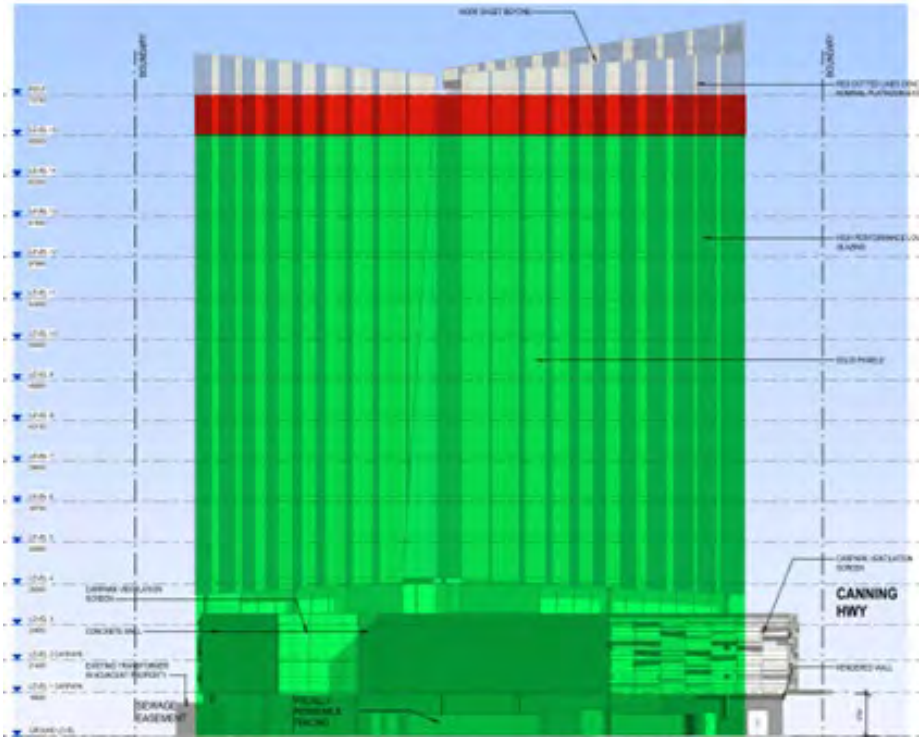


Figure 7: Portion of building storeys requiring assessment against Elements 21 and 22 of the CBACP shown in red.

With respect to the desired outcomes of element 3, it is noted that the interface between the subject site and the neighbouring properties is managed via the design of the building. The proposed building is setback to ensure that it relates well to the lot on which it is located, and to adjoining properties. The proposed building demonstrates levels articulation including a three-storey podium. The podium height is designed to deliver an interface with the street that greatly enhances the design of the building within its landmark context at the Canning Highway and Sleat Road intersection.

The tower element is setback from the podium edge, which allows the podium to be a prominent feature to the streetscape. Furthermore, the proposed development will be landscaped to a high standard, with evidence of vertical greening throughout all podium levels, and landscaped planting to the ground floor and adjoining streetscape. The proposed building is positioned to minimise overshadowing to adjoining properties, and the applicant has demonstrated that the impacts are suitably minimised which is discussed further in the below sections of this RAR.

In addition to the desired outcomes of element 3, to consider the bonus height provisions of the CBACP, it is necessary for the development to demonstrate that the desired outcomes of all elements are met or exceeded. In respect of Elements 21 and 22, the applicant seeks additional building height in accordance with these requirements. The degree to which the proposed development satisfies those requirements is the key consideration for the remainder of this RAR and discussed in further detail below.

Element 21 – Development Bonus Based on Design Considerations

Element	Requirement	Responsible Officer Comment
21.1	Exemplary design is proposed in the opinion of the DRP	The proposal achieved design excellence on 31st October 2025 following two DRP reviews and one final chair review. The changes undertaken to the design to meet the MRWA requirements do not undermine the intent or integrity of the development that has resulted in the DRP's support for the design.
21.2	Minimum site area of 2,600m^2	The site area is 2,616m^2 which includes 97m^2 within PCA185. Element 22.1.10 of the CBACP is not clear as to whether the land required for road widening is included when calculating site area under Elements 2.2, 2.3, 21.2 and 21.3 if the applicant proposes to cede it free of cost. As the applicant has confirmed the 97m^2 of PCA185 will be ceded free of cost to the state, the land ceded has been included within the total lot area calculation for the purposes of this assessment.

		Therefore, the minimum site area of 2,600m^2 is achieved. If excluding the 97m^2 of PCA185 will be ceded free of cost to the state, the minimum site area would be 2,519m^2 which is only 81m^2 less than the minimum requirement and represents a minor 3.1% variation. Noting intent of the minimum area is to provide functional lot area for more substantial development, even excluding the 97m^2 of PCA185, the intent of the provision would be met.
21.4.1	Development has been designed with regard for solar access for adjacent properties.	Given the location and orientation of the lot, the adjoining property to the west (880 Canning Highway) will receive minimal shadow from the proposed development, as indicated in Figure 8 below. 889 Canning Highway (located to the south of the subject site) will have shadow from the proposed development, however this site is host to a motel, and as such, does not include residential development. The shadow to this site mainly falls within the existing vehicle access area. No solar collectors are located on either of the abovementioned properties that would be impacted by overshadowing from the development.
21.4.2	Development demonstrates achieving a minimum 5 Star Green Star design rating under the Green Building Council of Australia.	A sustainability report has been provided in support of the development which has indicated that the proposal has the ability to achieve the required 5-star green star rating, with further assessment required during the detailed design stage. A condition of planning approval will require the applicant to provide a minimum 5 Star Green Star - Design & As Built certified rating (demonstrating 'Australian Excellence') from the Green Building Council of Australia (GBCA), prior to the commencement of development.
21.4.3	A traffic statement is submitted showing the additional floor space will not	The TIA and associated SIDRA analysis of the intersection of Canning Highway and Sleat Road submitted in

	unduly impact on the surrounding centre.	support of the development demonstrate that the surrounding road network can accommodate the traffic generated by the proposed development. Modelling undertaken in the TIA has indicated that the proposed development will contribute less than 2% of traffic at the intersection of Canning Highway and Sleat Road, and therefore, having minimal impact upon the surrounding road network. A travel plan and parking management plan are recommended to be conditioned as part of planning approval.
21.4.4	Development includes the provision of infrastructure which supports area-wide resource efficiency.	Solar PV cells are proposed on the rooftop to reduce reliance on the existing power network. The car park also provides electric charging facilities The development also demonstrates that it can achieve a 5 Star Green Star rating which reduces the overall need for development-wide infrastructure. In addition to the above, a condition of planning approval will require the development to provide opportunities for public car parking, either outside of office hours all for the ground floor bays to be dedicated public parking bays at all times.
21.4.5	Development demonstrates mitigation of the urban heat island effects through the provision and maintenance of landscaping.	2,034m² of total landscaping has been proposed (horizontal and vertical), exceeding the 1,962m^2 required for the site under Element 10.3 under the CBACP. The development provides on-structure planting opportunities for the establishment of mature trees at the ground floor level and on-structure planting of 19 small trees at the mezzanine level. It is noted that the DRP commended the proposed landscaping as part of their overall consideration of the development.

		A landscaping condition is proposed to be applied to ensure ongoing maintenance over the lifetime of the development.



Figure 8: Shadowing to neighbouring properties at 12pm 21st June

Element 22 – Development bonus based on community considerations

Where additional height is being sought Element 22 of the CBACP requires community benefit to be provided. This community benefit must be provided proportionate to the additional development being proposed and via delivery of at least four (4) of the benefits listed in the CBACP.

As previously stated elsewhere in this RAR, when assessing the merit of community benefit proposals in the context of Element 22, the City adopts a cross-functional approach to ensure that:

1. The community benefits proposed are consistent with, and relevant to, those listed under Element 22; and
2. The community benefits proposed are provided proportionate to the additional building height proposed.

The range and quantity of community benefits proposed in this case are as follows:

Element	Requirement	Responsible Officer Comment
22.1.1	Design comprising high-quality active street frontages, furniture and	The proposed development comprises active commercial frontages both within the site itself and at the street frontages which

	landscaping which contribute to the character of the centre and are kept and maintained by agreement with the owners and/or strata company of the building in perpetuity.	contribute towards creating a pleasant pedestrian experience. Whilst the primary entrance is via Sleat Road, both street frontages are designed with high-quality active street frontages, street furniture and landscaping (Refer Figure 9 and Figure 10). The proposal includes over 2,000m^2 of landscaping including on-site (ground level) planting and on-structure (podium) planting through the provision of green walls, deep soil areas and soft landscaping. The on-site landscaping includes 367m^2 of landscaping and the on-structure landscaping has a total area of 1,711m^2. Furthermore, the ground floor includes covered walkways, raised planters and fixed seating. As such, the landscaping plan and building design combine to enhance the streetscape character along this area of Canning Highway and Sleat Road. The development provides a well-planned walking environment around and within the subject site by virtue of the addition of canopies of the pedestrian footpath and the open plaza forecourt facing Sleat Road. Implementation and maintenance of the landscaping and street furniture is to be enforced via a condition of approval.
22.1.5	Improvement to pedestrian networks or the ceding, free of cost, of pedestrian linkages which contribute to the overall character and connectivity of the centre.	The development proposes to improve the existing pedestrian environment through the provision of awnings, glazed frontages and landscaping to the Canning Highway and Sleat Road frontages. The awnings provide additional improvement to the surrounding pedestrian network and have been designed to address Canning Highway, and more specifically, the PCA (if a road widening is undertaken). Additionally, the awnings will provide weather protection and shelter for pedestrians which previously did not exist in this location. The activation of the ground floor windows provides for additional passive surveillance to both street frontages, further contributing to the overall pedestrian experience.

		Seating to the Sleat Road frontage also contributes to the overall pedestrian-friendly design of the building. Four bicycle parking bays have also been located externally to the building, enhancing the connectivity to the nearby bicycle network.
22.1.6	Provision of view corridors and/or mid-winter sunlight into adjacent properties, particularly where public spaces are provided.	The overshadowing plans provided illustrate the shadow cast on the 21 June at 12pm (when it's at it's greatest) falls on a portion of the residential apartments and commercial tenancies located at 880 Canning Highway, Canning Highway, and a motel located at 889 Canning Highway. This means that the proposed development will not impact the ability for adjoining residential properties to experience mid-winter sun. The 22-storey apartment building located at 893 Canning Highway (The Precinct) will also still benefit from mid-winter sun, as the road reserve provides a buffer which will allow for natural sunlight exposure to the north/northwestern facing apartments. In relation to the built form and scale of the proposed development, and when considering the existing and future context of this area, the proposed development does not introduce bulk or scale impacts which would otherwise likely result in additional overshadowing. The combination of the design elements is considered to ensure appropriate the solar access to adjoining properties.
22.1.10	Where the development is located adjacent to Canning Highway and where road widening is required; the applicant proposes to cede land free of charge to the State of Western Australia for the purposes of road widening. In such a case, the area ceded will be included in the total area calculations for the purpose of Clause 2.2 and 2.3	The applicant proposes to cede approximately 97m² of land required for road widening within PCA 185 adjacent to Canning Highway, free of charge to the State of Western Australia (figure 11). The ceding of land along Canning Highway within PCA 185 for road widening is considered acceptable as the purpose of PCA 185 is to protect the land required for future road upgrading of Canning Highway to ensure that Canning Highway operates effectively in the long term and continues to provide the regional road functionality that is needed to support the overall development and viability of the centres that it connects such as Fremantle, Perth and Canning Bridge.

	and/or Clause 21.2 and 21.3.	
22.1.11	The provision of car parking for public use beyond the users of the building, where such bays are ceded to the relevant Local Government free of charge or where such bays are unbundled from private ownership and are permanently made available to any user of the CBACP area by deed or agreement with the Local Government. In Q1 and Q2, Element 22.2.11 is only applicable where car parking is capped in total in accordance with Clause 18.3 and 18.4.	It is recognised that there is opportunity for additional community benefit provided from the development through the provision of public car parking. The CBACP area currently has limited public parking available with high demand. Surrounding developments of similar scale have provided greater community benefit (including public car parking) for commensurate height discretion. To provide additional community benefit via public parking, a condition of approval is recommended for access to and provision of public parking outside of office operating hours or 7 public car parking bays at ground floor level.



Figure 9: Ground floor landscaping on Canning Highway and Sleat Road



Figure 10: Proposed landscaping on corner of Canning Highway and Sleat Road



Figure 11: PCA Boundary adjoining Canning Highway highlighted in red

The CBACP includes several developments which have provided community benefits where discretion is sought for bonus height. In particular, public car parking was provided as an additional community benefit by at least four (4) of these developments within the CBACP. Details of community benefits provided by these developments are detailed as follows:

Community benefits delivered in CBACP by surrounding development

Development	**Height**	**CBACP Community benefits**
Riviere 55 Canning Beach Road Mixed-use residential	CBACP Control: 10 storeys/32m Approved: 62m *17 Storeys*	• Community benefit spaces including a public library and maker's studio (title provided to the City). • Foreshore improvement works • Provision of 20 public parking bays • Publicly accessible end of trip facilities • Public piazza space • Provision of view corridors and mid-winter sun to neighbouring properties • On-site aged care facility
Forbes 10 Forbes Road, Applecross Mixed use residential	CBACP Control: 10 storeys (with potential for 5 bonus storeys interfacing H4/H8 zone)/32m Approved: 49.25m *13 storeys*	• High-quality active street frontages • Provision of public garden space • Provision of community facilities (co-working space and community centre) – title provided to the City. • Publicly accessible end of trip facilities • Community centre comprising garden, storage space and meeting rooms
The Precinct 893 Canning Highway and 19 Ogilvie Road, Mount Pleasant Mixed use residential	CBACP Control: 15 storeys/48m Approved: 75m *22 storeys*	• High-quality active street frontages • Provision of landscaped space • Publicly accessible end of trip facilities • Improvement of pedestrian networks • Provision of tenancy for use by local community group • Provision of 54 public car parking bays
Sabina 3-5 Kintail Road and 906-912 Canning Highway, Applecross	CBACP Control: 15 storeys/48m Approved:	• High-quality active street frontages • Publicly accessible landscaping • Publicly accessible end of trip facilities

3 x Mixed-use residential towers	Tower 1: 94m *30 storeys* Towers 2 and 3: 86m *26 storeys*	• Publicly accessible pedestrian link (laneway) between Kintail Road and Canning Highway • Provision of view corridors and mid-winter sunlight to adjacent properties • Ceding of land for future road widening • Provision of 30 public car parking bays
Cirque 18 Ogilvie Road and 63 Kishorn Road, Mount Pleasant 2x Mixed Use residential towers	CBACP Control: 15 storeys/48m Approved: Tower 1: 65.2m *20 Storeys* Tower 2 69.4m *20 Storeys*	• High-quality active street frontages • Publicly accessible end-of-trip facilities • Publicly accessible pedestrian link between Kishorn and Ogilive Roads • Provision of view corridors and mid-winter sunlight to adjacent properties • Provision of business centre and community space (title provided to the City). • Provision of 11 public car parking bays

CBACP Element 4 - Street Setbacks

Provision	**Requirement**	**Proposal**	**Assessment**
Element 4 - Street Setbacks	Minimum nil setback and maximum 2m setback to street	Minimum 0.6m setback and maximum 12.8m setback to street	The proposed street setbacks are considered to meet the relevant performance standards.

Clause 4.2 of the CBACP requires development within the M15 area designation to be setback a minimum of nil and maximum 2m to the street. The proposed development is setback a minimum of 0.6m and maximum of 5.7m on Canning Highway and minimum 1.6m and maximum 12.8m on Sleat Road.

The discretion sought for the street setbacks are considered acceptable against the Desired Outcomes of Element 4 for the following reasons:

- The setback discretions are in response to the unique architectural form which provides an attractive facade to Sleat Road, as well as the PCA boundary facing Canning Highway. The architectural form provides a significant contribution to the street character and creates a pedestrian-friendly environment through the provision of awnings, fixed furniture, landscaping and street trees;

- Green walls have been included on each elevation between the ground floor and level 3, further softening the bulk and scale impact of the reduced setbacks to Canning Highway and Sleat Road;
- The proposed development addresses the corner of Sleat Road and Canning Highway through the building design, activation and orientation;
- The proposed setbacks create additional opportunities to improve the existing pedestrian network through the provision of landscaping, awnings and fixed furniture; and
- The ground floor is predominantly clear glazed allowing passive surveillance at street level.

It is noted that one (1) tree has been removed since the development application has been lodged within the Sleat Road verge without the City's authorisation. The applicant has indicated that a replacement tree of similar species and size can be provided to replace the tree which has been removed. This will be recommended as a condition of approval.

CBACP Element 5 - Side and Rear Setbacks

Provision	**Requirement**	**Proposal**	**Assessment**
ACP Element 5 -Side and Rear setbacks	Podiums built up to side boundaries, adjoining ROW or rear boundary	Podium setback between nil and 7.2m.	The proposed setbacks are considered to meet the relevant performance standards.

Clause 5.1 of the CBACP requires development including podiums to be built up to side boundaries. As the site is located on a corner lot, it is considered to have 2 side boundaries. The podium on the southwestern boundary adjoining 880 Canning Highway has a setback between nil and 7.2m.

The discretion sought for the side and rear setbacks are considered acceptable against the Desired Outcomes of Element 5 for the following reasons:

- The design considers solar access for adjoining properties due to the location and orientation of the lot, ensuring that the majority of shadow in mid-winter falls to the south and does not impact adjoining residential properties;
- The design has carefully considered the surrounding context, particularly electrical and sewerage easements located on both side boundaries;
- The setbacks to the northern boundary adjoining No.9 Sleat Road are well articulated, reducing the bulk impact of the building and ensuring that any future development adjoining property will be able to achieve at least an 8-metre separation between towers;
- The substantial landscaping of the building significantly reduces the overall bulk and scale of the building to adjoining properties; and
- The level 3 roof deck provides vegetation on the southwestern elevation which mitigates any overlooking into the balconies on the northeastern elevation of the residential apartments located at 880 Canning Highway, as shown in Figure 12, to limit impact on the privacy of these balconies. There are no other major openings located on the northeastern elevation of 880 Canning Highway that would be impacted by the proposed development.



Figure 12 – Adjoining residential apartments located at 880 Canning Highway

Element 7 - Canning Highway (Awnings)

Provision	Requirement	Proposal	Assessment
Element 7 – Canning Highway (Awnings)	Minimum awning depth of 3m and minimum height of 3.5m. No structural columns are permitted.	Minimum depth of 2.1m and minimum height of 3.75m. No structural columns proposed.	The proposed awnings are considered to meet the Desired Outcomes.

Clause 7.2 of the CBACP requires awnings to be a minimum of 3m in depth. The proposed design includes a portion of the awnings facing Canning Highway that are 2.1m in depth, as highlighted in red in Figure 13 below:

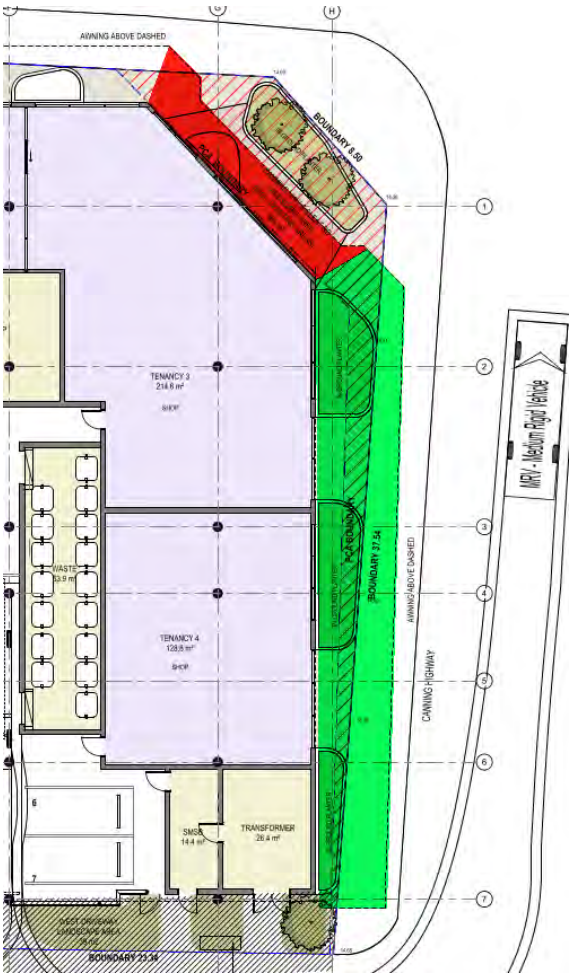


Figure 13: Awnings on Canning Highway

- The discretion sought is a result of a design response to the deep soil planter box proposed on the corner of Canning Highway and Sleat Road, whereby the awning has been reduced to 2.1m to allow for the canopies of mature trees to grow over time;
- Although the awnings have been reduced in this location, the remainder of the awnings on Canning Highway provide a depth greater than the 3m minimum required under the CBACP, allowing for shelter and weather protection for pedestrians in this location; and
- The design of the awnings address the highway and provide much needed protection for pedestrians which previously did not exist in this location.
- The awnings have been designed to be removable to address MRWA should they need to be re-designed/relocated as a requirement of future road widening requirements.

Element 11 – Sustainability

Provision	Requirement	Proposal	Assessment
ACP Element 11 – Sustainability	1 Change room per storey of non-residential development.	Proposed development provides 1 change room in	The proposed number of change rooms, lockers, showers and EV bays are considered to meet

	134 lockers required. 14 showers required. 11 EV bays required.	lieu of 16 required. 23 lockers proposed. 10 showers proposed. 9 EV bays proposed.	the Desired Outcomes. A condition of approval will require 69 additional lockers to be provided at the ground floor level as agreed by the applicant.

This development seeks discretion regarding the provision of changerooms, lockers, showers and electric vehicle charging stations. The shortfall proposed in relation to the provision of the EoT facilities is considered to meet Desired Outcome 11 for the following reasons:

- Given the shortfall of change rooms, the proposed development seeks to utilise one change room at ground floor level for use by the future ground floor tenants and upper floor offices. The size of this change room is considered acceptable to accommodate the number of future workers within this building, as the upper floor offices will comprise just one tenant. Each floor (excluding car parking) also comprises amenities which include bathrooms and a Universal Access Toilet (UAT);
- The shortfall to the showers is considered minor in the context of the development in which commuters will arrive via different mode shares that will not necessarily require the use of showers such as those arriving via public transport, vehicles or walking from nearby;
- A condition of development approval is recommended to require the development to provide conduits and capacity in the electrical distribution system and metering for future provision of electric car charging for nine car parking bays to allow the development to provide further EV charging opportunities so that the development is future-proofed accordingly; and
- The applicant has acknowledged the shortfall in relation to the lockers provided at the ground floor level and has agreed to a condition of approval to increase the provision to 69 lockers in this location.

Element 18 - Parking

Provision	Requirement	Proposal	Assessment
ACP Element 18 - Parking	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. Bicycle parking required at a rate of one bay per 100m^2 net lettable area. 269 car parking bays required. 135 bicycle parking spaces required.	158 car parking bays proposed (shortfall of 111 car parking bays). 134 bicycle parking spaces proposed (shortfall of 1 bicycle space).	The number of parking bays provided is considered appropriate based on the proposed uses and alternative transport modes. A green travel plan and parking management plan has been recommended as a condition of approval.

Desired outcome 18 specifically requires the consideration of a balance between the provision of parking bays and, whilst also discouraging private vehicle travel through promoting alternative travel modes. Despite the on-site parking shortfall, the development is considered to adequately address this component of the desired outcomes for the following reasons:

- The proposed development has been designed with a deliberate car parking shortfall to reduce reliance on private vehicle trips and to encourage other modes of sustainable transport;
- 46 motorcycle bays have been included in the proposed development which represents a 6.16% mode share for the proposed development, as outlined in the TIA. Under the CBACP there is no requirement for motorcycle parking at this site. As such, the proposed development has considered the provision of motorcycle bays to further reduce reliance on private car use;
- The site is well serviced by frequent public transport, being near the Canning Bridge train station and high frequency bus services along Canning Highway. Accordingly, it is considered that visitors to the site and especially staff can make use of these alternative transport means. The recently approved Applecross ferry terminal will also add a further public transportation option for commuters in proximity to the site in the future;
- The development provides for additional bicycle parking above the minimum set by the CBACP, encouraging this mode of travel, supported by good EoT facilities;
- The site has excellent connectivity to the broader pedestrian footpath network within the Canning Bridge Activity Centre which promotes walkability to the site;
- The TIA provides a benchmarking analysis comparing the car parking ratios required under other Local and State planning frameworks within the metropolitan

context which commonly include parking ratios of 0.75 – 1 bay per 100m^2. These frameworks include the Subiaco Activity Centre Plan and City of Canning Local Planning Scheme No.42. The analysis undertaken in the TIA concluded that the proposed development will provide more than these prescribed car parking ratios; and

- The proposed development has a shortfall of one bicycle parking bay, however, this is considered minor and is supported by adequate EoT facilities including bicycle storage to accommodate cycling as a means of transport to the site.

In addition to the above, Design Outcome 18 generally discourages basement and multi-storey carparks which present unesthetic streetscape interfaces. The proposed development meets this outcome as the proposed car parking design incorporates visual interest through a combination of materials, articulation and green walls that restrict the provision of blank walls. Furthermore, the DRP commended the design of the podium which incorporates the provision of car parking.

On balance, it is considered that the development has satisfied Desired Outcome 18 of the CBACP in relation to car parking.

A travel plan and parking management plan have been recommended as conditions, should the development be approved to ensure that car parking is appropriate managed on site to not create car parking problems for the area and also to ensure appropriate management and incentive for sustainable transport options to be promoted and prioritised.

Alternative Recommendation:

May be requested in accordance with Regulation 13

Conclusion:

The proposed development has been assessed against the applicable planning framework, particularly the requirements of the CBACP with building height and car parking being the main areas of discretion sought for the proposed development.

It is noted that the opportunity for achieving bonus height is dependent upon achieving excellent design outcomes, including sustainable design requirements, and the provision of a commensurate level of community benefit. Previous development within the broader CBACP has provided a high-level of community benefit (such as public parking), to achieve bonus height being granted.

The proposed development has also demonstrated that it meets the requirements for bonus height under the CBACP through the provision of high-quality active street frontages, improvement of pedestrian networks, provision of mid-winter sun to adjacent properties and ceding of portion of PCA 185 for the future road widening of Canning Highway. However to ensure that the height discretion sought has appropriate commensurate community benefit, it is recommended that a portion of the car parking is made publicly available in addition to the car parking required for the ground floor tenancies.

The assessment of the proposed development has determined that the design and details of the development is appropriate for the context with impacts on views of significance and overshadowing to neighbouring properties from the additional height

having minimal impact compared to development which meets the CBACP base height control of 15 storeys and 48 metres.

The car parking shortfall is a considered response to reduce private vehicle trips to the site and encourage more sustainable modes of transportation to the site which is expected in Activity Centres. The car parking provided for the development is also comparative to other centres within the Perth Metro region to ensure that sustainable transport is appropriately incentivised.

Accordingly, the development is recommended for approval subject to conditions.



C	22.12.25	DA AMENDMENTS	SL	MJ
B	12.11.25	DA AMENDMENTS	IW	MJ
A	03.09.25	DA ISSUE	CB	MJ
ISSUE	**DATE**	**DESCRIPTION**	**DRN.**	**APP.**

DRAWING LIST

SHEET NUMBER	SHEET NAME	CURRENT REVISION	CURRENT REVISION DATE
SK.00	COVER PAGE & DRAWING LIST	C	22.12.25
SK.01	EXISTING SURVEY PLAN	A	03.09.25
SK.02	PROPOSED SITE PLAN	B	12.11.25
SK.03	BASEMENT FLOOR PLAN	B	12.11.25
SK.04	GROUND FLOOR PLAN	C	09.12.25
SK.05	LEVEL 1 CARPARK FLOOR PLAN	C	04.12.25
SK.06	LEVEL 2 CARPARK PLAN	C	04.12.25
SK.07	LEVEL 3 FLOOR PLAN	B	04.12.25
SK.08	TYPICAL OFFICE FLOOR PLAN - LEVEL 4	A	03.09.25
SK.09	TYPICAL OFFICE FLOOR PLAN - LEVEL 5 TO 15	A	03.09.25
SK.10	ROOF	A	03.09.25
SK.11	ELEVATION	B	12.11.25
SK.12	ELEVATION	B	12.11.25
SK.13	SECTION	B	22.12.25
SK.14	3D	C	22.12.25
SK.16	OVERSHADOWING	A	03.09.25

SCALE

@ A1

882 CANNING HIGHWAY APPLECROSS

COVER PAGE & DRAWING LIST

0 5m

SCALE 1:100

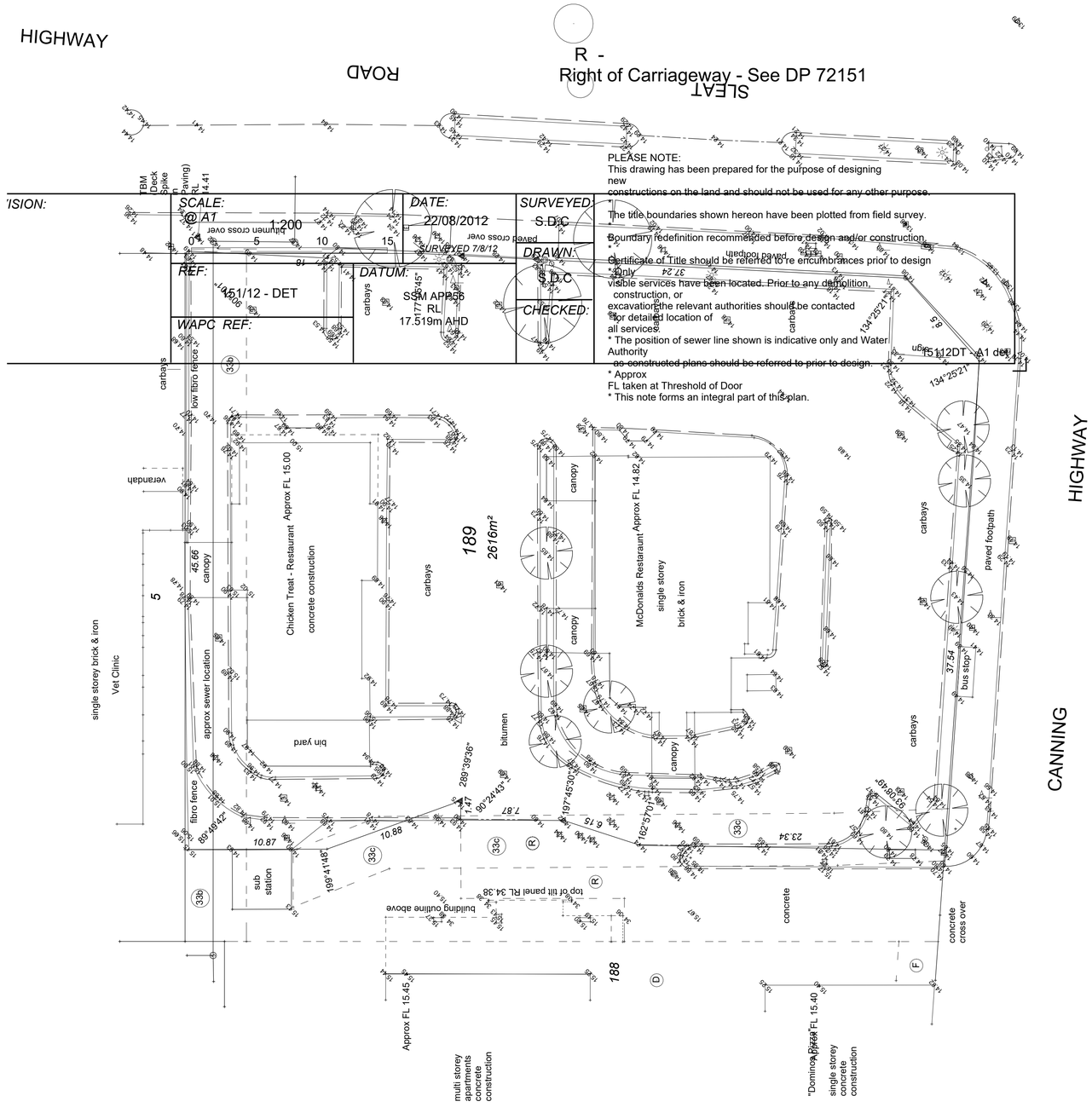
COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\stephanie.lade\Documents\22021_SLEAT RD_NEW_R23_stephanie.lade4G9GIL.rvt

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.00 ISSUE C

ISSUE	DATE	DESCRIPTION	DRN.	APP.
A	03.09.25	DA ISSUE	CB	MJ



FEATURE SURVEY

1 : 200

PROVIDED BY GIUDICE SURVEYS

SCALE

As indicated @ A1

COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\ivan.lee\Documents\22021_SLEAT RD_NEW_R23_ivan.lee741Y5.rvt

ISSUED FOR DA

882 CANNING HIGHWAY APPLECROSS

EXISTING SURVEY PLAN

0 5m
SCALE 1:100

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.01 ISSUE A



SITE PLAN
1 : 200

LEVELS SCHEDULE

LEVEL	RL
BASEMENT CARPARKING	11600
GROUND LEVEL	14500
LEVEL 1 CARPARK	18500
LEVEL 2 CARPARK	21400
LEVEL 3	24600
LEVEL 4	28300
LEVEL 5	32000
LEVEL 6	35700
LEVEL 7	39400
LEVEL 8	43100
LEVEL 9	46800
LEVEL 10	50500
LEVEL 11	54200
LEVEL 12	57900
LEVEL 13	61600
LEVEL 14	65300
LEVEL 15	69000
ROOF	72700

ISSUE	DATE	DESCRIPTION	DRN.	APP.
B	12.11.25	DA AMENDMENTS	IW	MJ
A	03.09.25	DA ISSUE	CB	MJ

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

PARKING

CAR PARKING

BASEMENT		
•	CARPARK	47
•	TANDEM	6
GROUND FLOOR		
•	CARPARK	5
•	SERVICE	1
•	UNIVERSAL	2
LEVEL 1		
•	CARPARK	36
•	TANDEM	4
•	EV	9
LEVEL 2		
•	CARPARK	45
•	TANDEM	4
TOTAL CAR PARKING		**159**

MOTORCYCLE PARKING

BASEMENT	16
GROUND FLOOR	0
LEVEL 1	14
LEVEL 2	16
TOTAL MC PARKING	**46**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

DEVELOPMENT SUMMARY

16 STOREY & 2 BASEMENT CARPARKS

SITE AREA		2616m2
LETTABLE AREA -		13440m2
CAR BAYS		159
MC PARKING		46
LANDSCAPE AREA REQUIRED. -		1962m2
LANDSCAPE AREA PROVIDED. -		**1638m2**
• GROUND FLOOR	-	367m2
• PARKING LEVELS 1 & 2	-	201m2
• LEVEL 3	-	1129m2

SCALE

As indicated @ A1

COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\ivan.lee\Documents\22021_SLEAT RD_NEW_R23_ivan.lee74TY5.rvt

ISSUED FOR DA

882 CANNING HIGHWAY APPLECROSS

PROPOSED SITE PLAN

0 10m
SCALE 1:200

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.02 ISSUE B

ISSUE	DATE	DESCRIPTION	DRN.	APP.
B	12.11.25	DA AMENDMENTS	IW	MJ
A	03.09.25	DA ISSUE	CB	MJ



GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

PARKING

CAR PARKING

BASEMENT		
•	CARPARK	47
•	TANDEM	6
GROUND FLOOR		
•	CARPARK	5
•	SERVICE	1
•	UNIVERSAL	2
LEVEL 1		
•	CARPARK	36
•	TANDEM	4
•	EV	9
LEVEL 2		
•	CARPARK	45
•	TANDEM	4
TOTAL CAR PARKING		**159**

MOTORCYCLE PARKING

BASEMENT	16
GROUND FLOOR	0
LEVEL 1	14
LEVEL 2	16
TOTAL MC PARKING	**46**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE

1 : 100 @ A1

COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\ivan.lee\Documents\22021_SLEAT RD_NEW_R23_ivan.lee74TY5.rvt

ISSUED FOR DA

882 CANNING HIGHWAY APPLECROSS

BASEMENT FLOOR PLAN

0 5m
SCALE 1:100

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.03 ISSUE B

ISSUE	DATE	DESCRIPTION	DRN.	APP.
C	09.12.25	PCA AREA	CB	MJ
B	12.11.25	DA AMENDMENTS	IW	MJ
A	03.09.25	DA ISSUE	CB	MJ

AREA IN WHICH IN-GROUND PLANTERS, PAVING & LANDSCAPE ARE REMOVABLE

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

PARKING

CAR PARKING

BASEMENT
- CARPARK 47
- TANDEM 6

GROUND FLOOR
- CARPARK 5
- SERVICE 1
- UNIVERSAL 2

LEVEL 1
- CARPARK 36
- TANDEM 4
- EV 9

LEVEL 2
- CARPARK 45
- TANDEM 4

TOTAL CAR PARKING 159

MOTORCYCLE PARKING

BASEMENT	16
GROUND FLOOR	0
LEVEL 1	14
LEVEL 2	16
TOTAL MC PARKING	**46**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE

1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

GROUND FLOOR PLAN

0 5m
SCALE 1:100

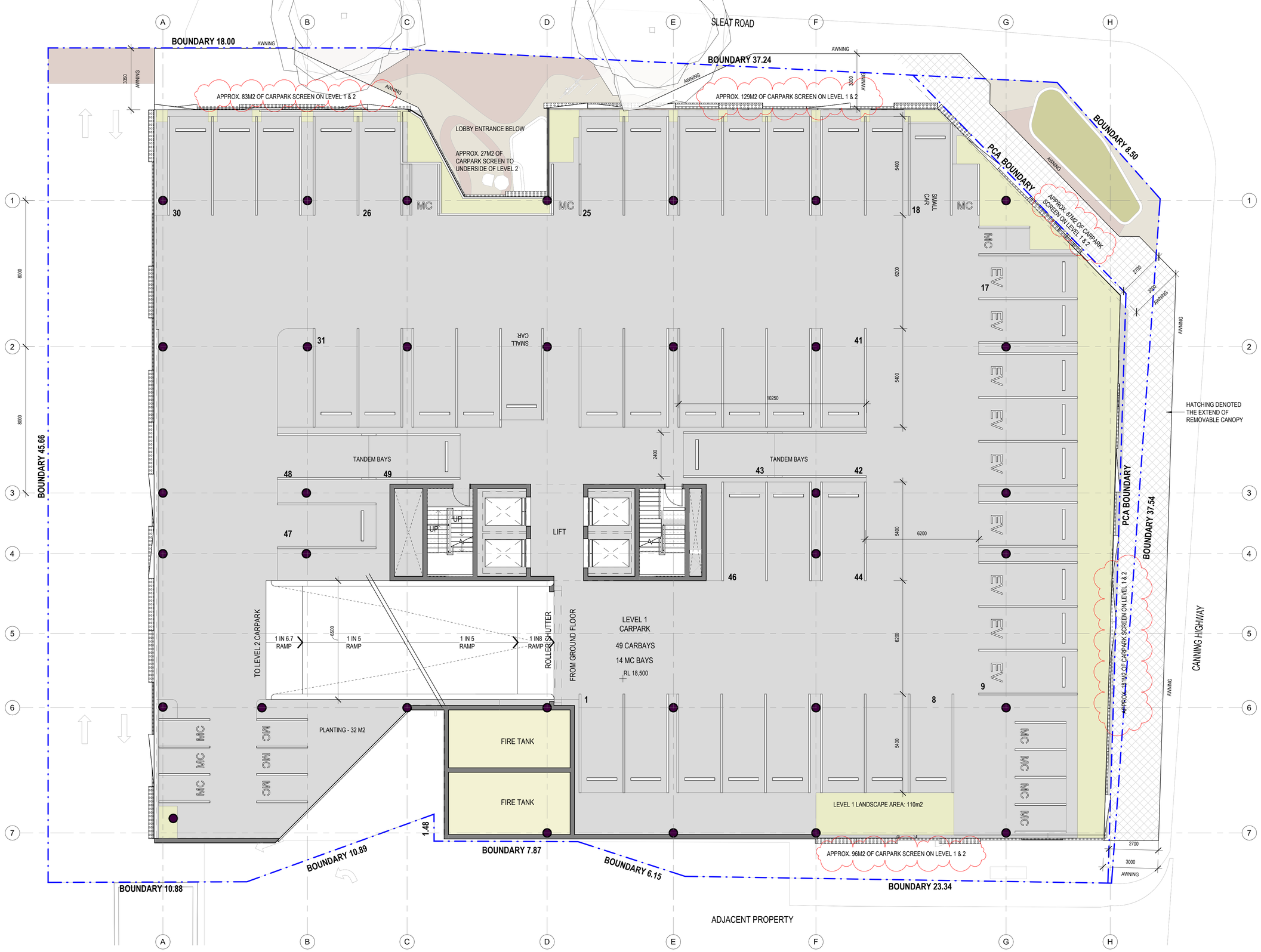
COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\caitlin.brice\Documents\22021_SLEAT RD_NEW_R23_caitlin.brice3G9FS.rvt

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.04 ISSUE C

ISSUE	DATE	DESCRIPTION	DRN.	APP.
C	04.12.25	CAR PARK SCREEN CLARIFIED	IL	MJ
B	12.11.25	DA AMENDMENTS	IW	MJ
A	03.09.25	DA ISSUE	CB	MJ



GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

PARKING

CAR PARKING

BASEMENT		
•	CARPARK	47
•	TANDEM	6
GROUND FLOOR		
•	CARPARK	5
•	SERVICE	1
•	UNIVERSAL	2
LEVEL 1		
•	CARPARK	36
•	TANDEM	4
•	EV	9
LEVEL 2		
•	CARPARK	45
•	TANDEM	4
TOTAL CAR PARKING		**159**

MOTORCYCLE PARKING

BASEMENT	16
GROUND FLOOR	0
LEVEL 1	14
LEVEL 2	16
TOTAL MC PARKING	**46**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE

1 : 100 @ A1

COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\caitlin.brice\Documents\22021_SLEAT RD_NEW_R23_caitlin.brice3G9FS.rvt

ISSUED FOR DA

882 CANNING HIGHWAY APPLECROSS

LEVEL 1 CARPARK FLOOR PLAN

0 5m
SCALE 1:100

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.05 ISSUE C



ISSUE	DATE	DESCRIPTION	DRN.	APP.
C	04.12.25	CAR PARK SCREEN CLARIFIED	IL	MJ
B	12.11.25	DA AMENDMENTS	IW	MJ
A	03.09.25	DA ISSUE	CB	MJ

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

PARKING

CAR PARKING

BASEMENT		
•	CARPARK	47
•	TANDEM	6
GROUND FLOOR		
•	CARPARK	5
•	SERVICE	1
•	UNIVERSAL	2
LEVEL 1		
•	CARPARK	36
•	TANDEM	4
•	EV	9
LEVEL 2		
•	CARPARK	45
•	TANDEM	4
TOTAL CAR PARKING		**159**

MOTORCYCLE PARKING

BASEMENT	16
GROUND FLOOR	0
LEVEL 1	14
LEVEL 2	16
TOTAL MC PARKING	**46**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE

1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

LEVEL 2 CARPARK PLAN

COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\stephanie.lade\Documents\22021_SLEAT RD_NEW_R23_stephanie.lade4G9GL.rvt

ISSUED FOR DA

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.06 ISSUE C

ISSUE	DATE	DESCRIPTION	DRN.	APP.
B	04.12.25	CAR PARK SCREEN CLARIFIED	IL	MJ
A	03.09.25	DA ISSUE	CB	MJ

BOUNDARY

SLEAT ROAD

OUTDOOR ROOF DECK
(INCL. PLANTING AREAS)
1124 m2

LINE OF BUILDING OVER

9835 SETBACK

OFFICE
723.6 m²
RL 24.600

UP

MALE

FEMALE

UAT

6550 SETBACK

LINE OF BUILDING OVER

OUTDOOR ROOF DECK

BOUNDARY

BOUNDARY

BOUNDARY

BOUNDARY

BOUNDARY

ADJACENT PROPERTY

CANNING HIGHWAY

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

SCALE

1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

LEVEL 3 FLOOR PLAN

0 5m
SCALE 1:100

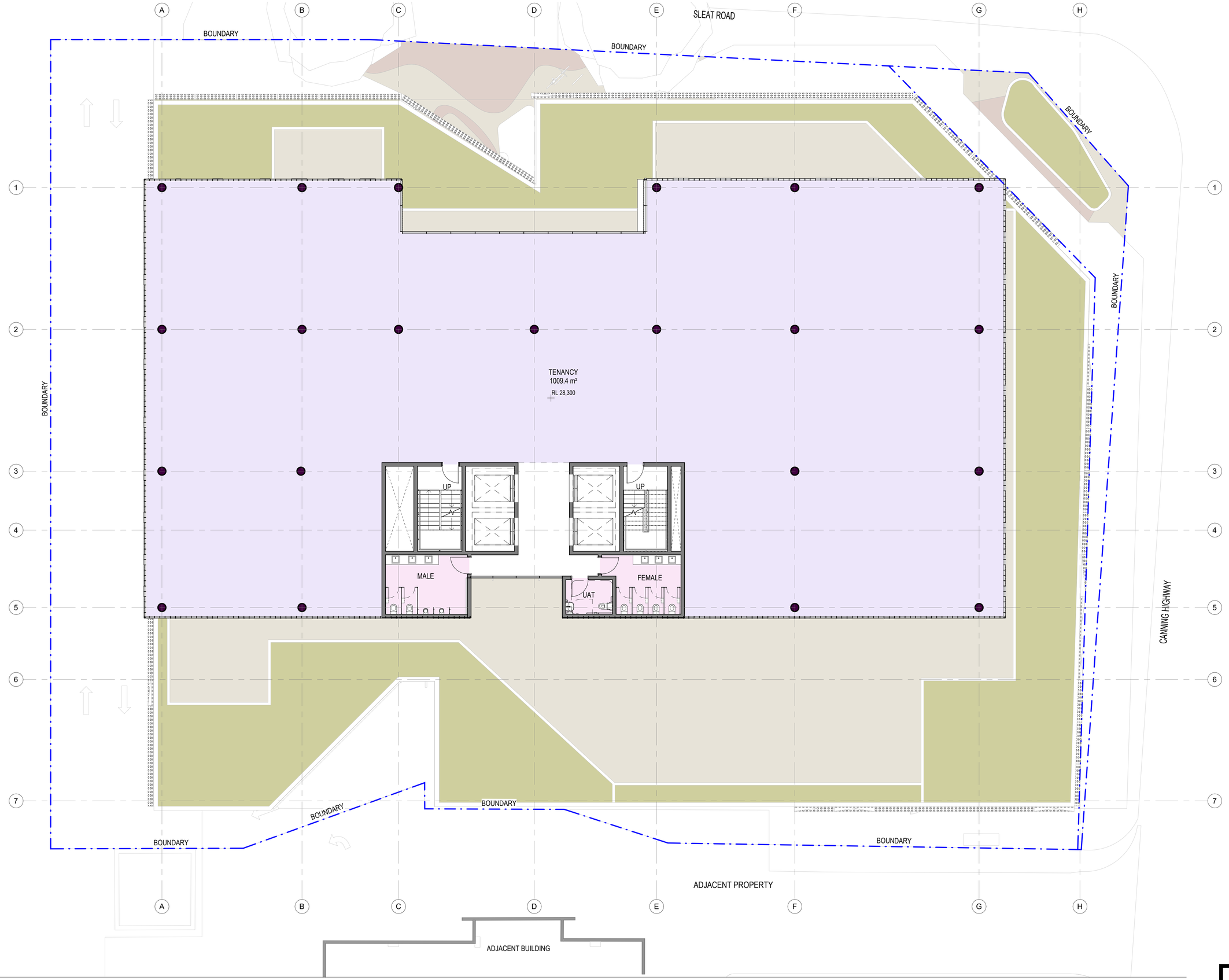
COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\stephanie.lade\Documents\22021_SLEAT RD_NEW_R23_stephanie.lade4G9GIL.rvt

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.07 ISSUE B

ISSUE	DATE	DESCRIPTION	DRN.	APP.
A	03.09.25	DA ISSUE	CB	MJ



GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

SCALE

1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

TYPICAL OFFICE FLOOR PLAN - LEVEL 4

COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\ivan.lee\Documents\22021_SLEAT RD_NEW_R23_ivan.lee74TY5.rvt

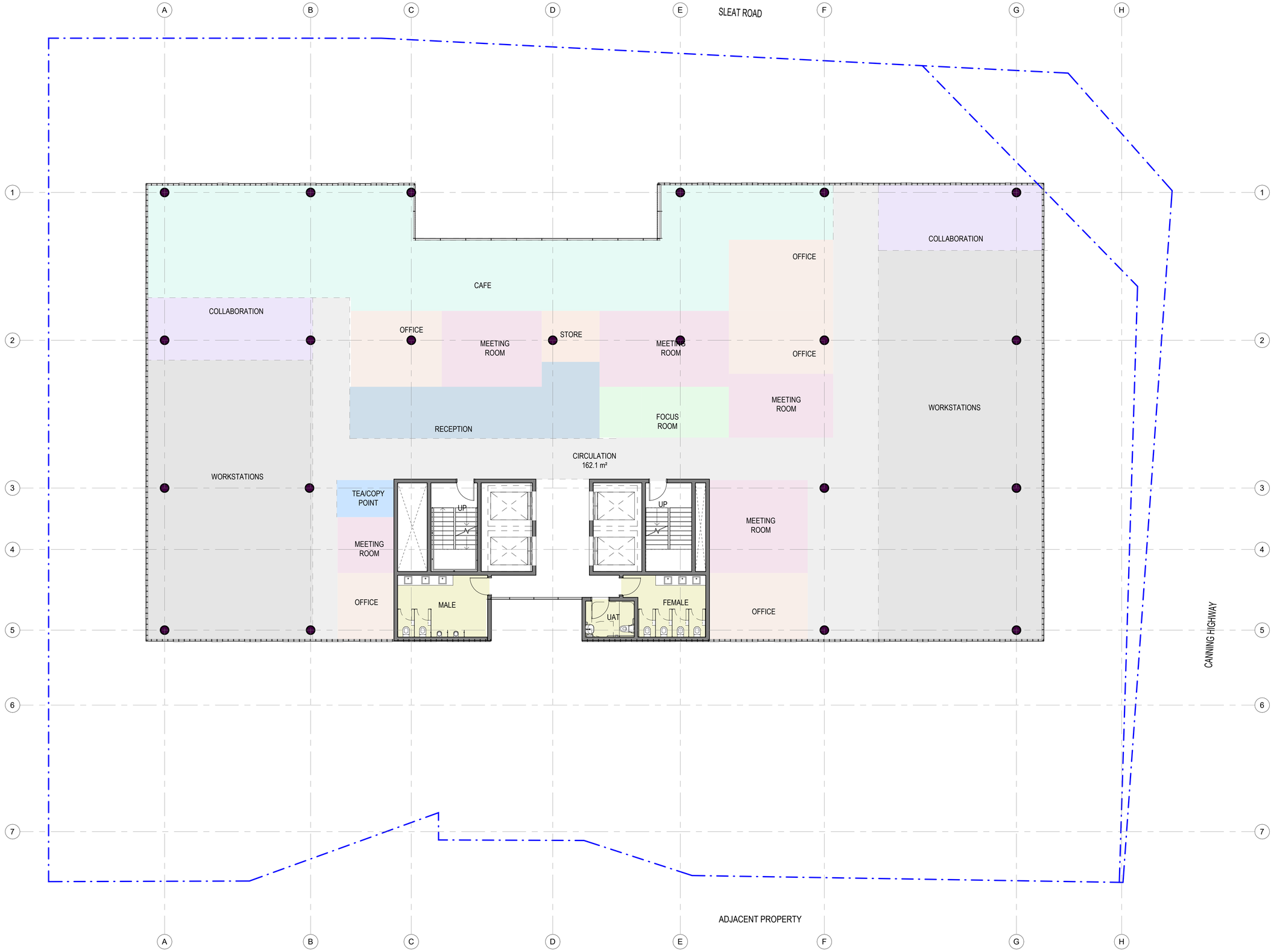
ISSUED FOR DA

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.08 ISSUE A

ISSUE	DATE	DESCRIPTION	DRN.	APP.
A	03.09.25	DA ISSUE	CB	MJ



GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

SCALE

1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

TYPICAL OFFICE FLOOR PLAN - LEVEL 5 TO 15

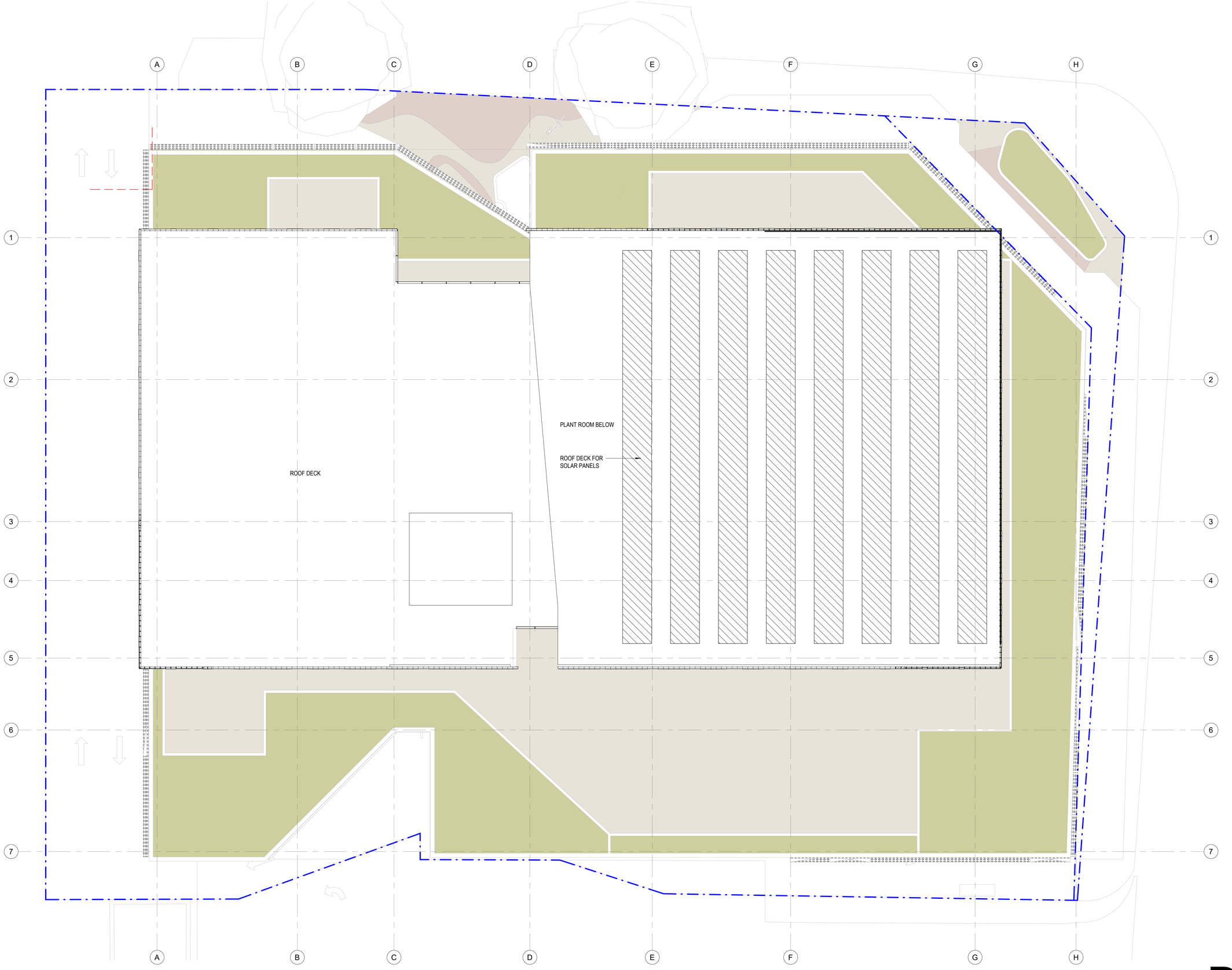
COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\ivan.lee\Documents\22021_SLEAT RD_NEW_R23_ivan.lee74TY5.rvt

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.09 ISSUE A

ISSUE	DATE	DESCRIPTION	DRN.	APP.
A	03.09.25	DA ISSUE	CB	MJ



SCALE

1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

ROOF

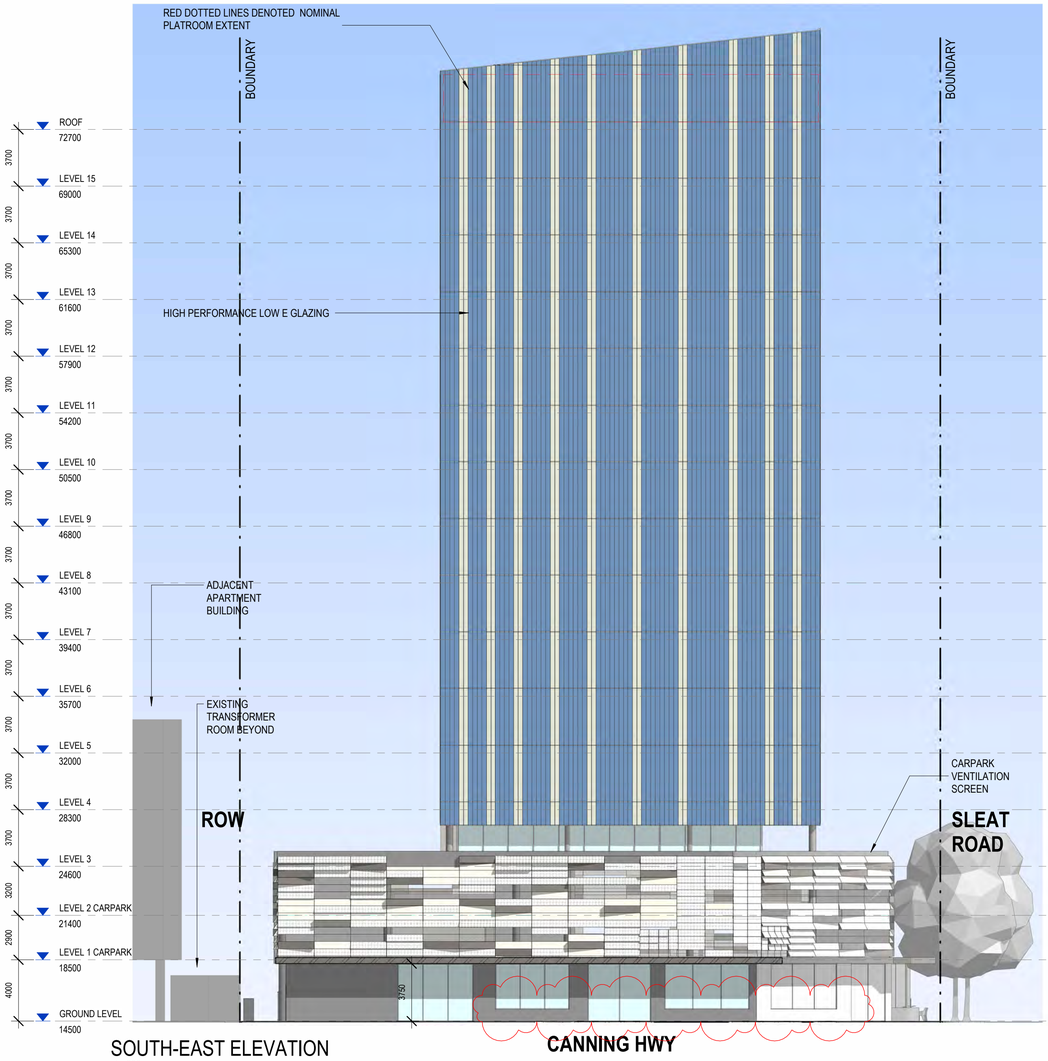
COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\ivan.lee\Documents\22021_SLEAT RD_NEW_R23_ivan.lee74TY5.rvt

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

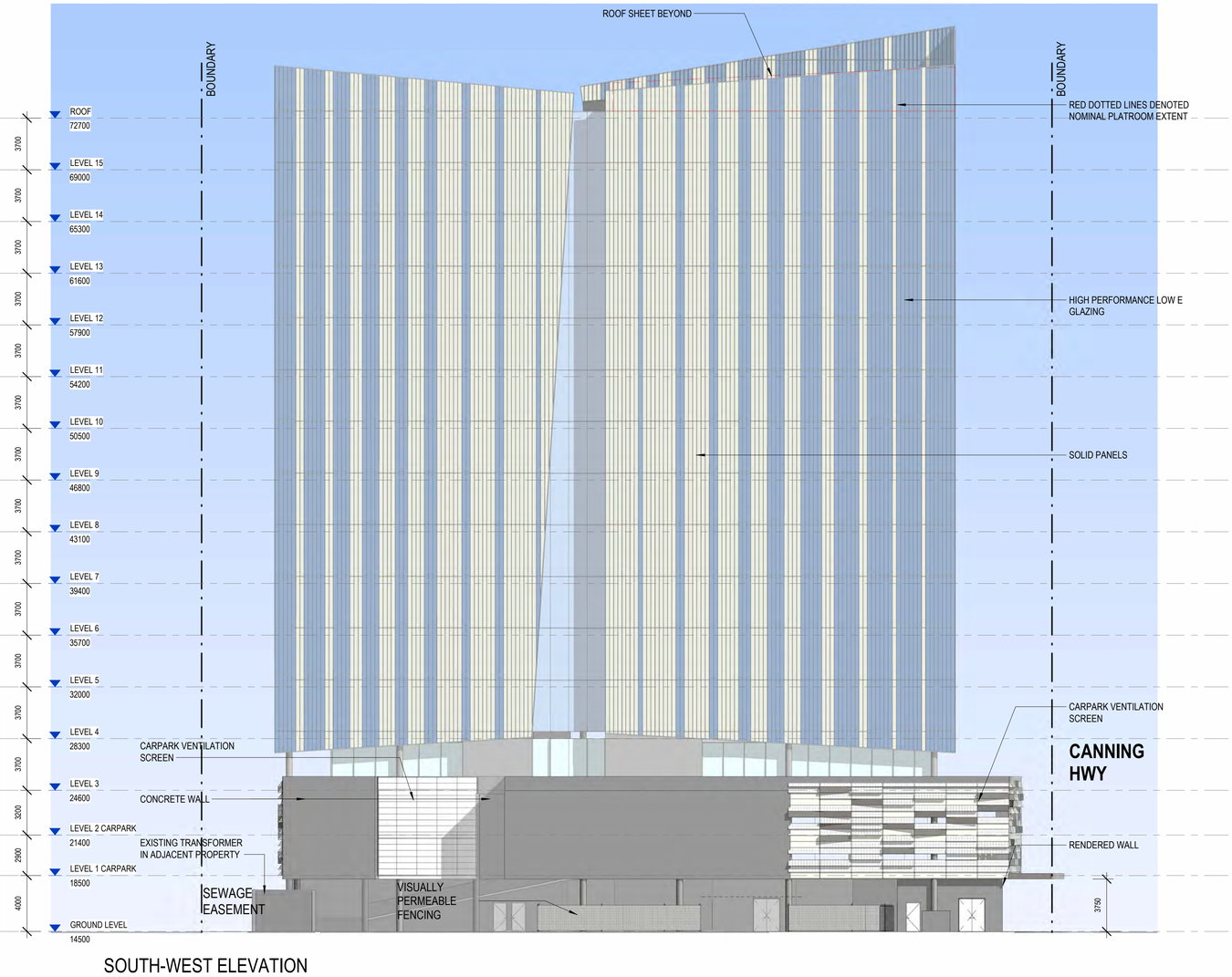
PROJECT # 22021

DRAWING # SK.10 ISSUE A

ISSUE	DATE	DESCRIPTION	DRN.	APP.
B	12.11.25	DA AMENDMENTS	IW	MJ
A	03.09.25	DA ISSUE	CB	MJ



SOUTH-EAST ELEVATION
1 : 200



SOUTH-WEST ELEVATION
1 : 200

SCALE

As indicated @ A1

COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\ivan.lee\Documents\22021_SLEAT RD_NEW_R23_ivan.lee74TY5.rvt

ISSUED FOR DA

882 CANNING HIGHWAY APPLECROSS

ELEVATION

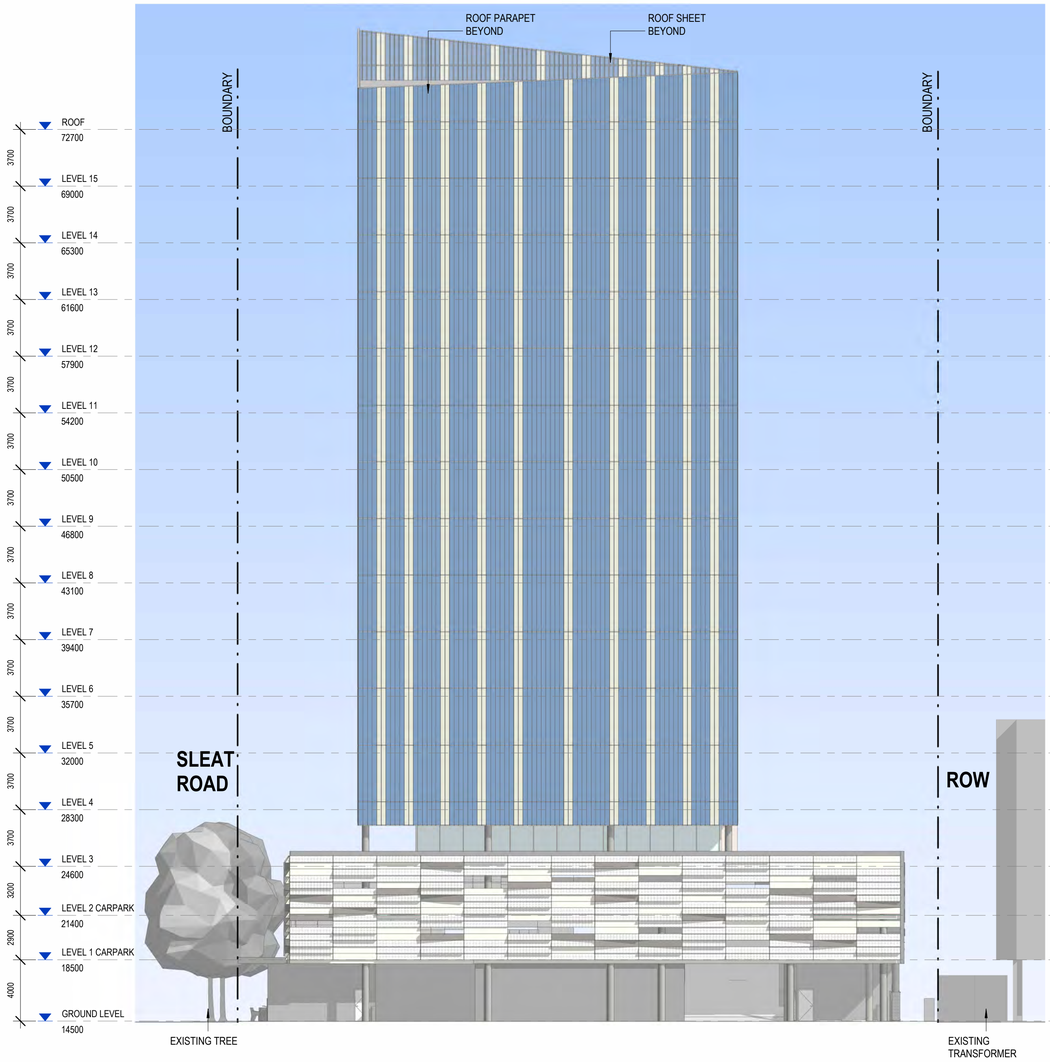
0 5m
SCALE 1:100

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

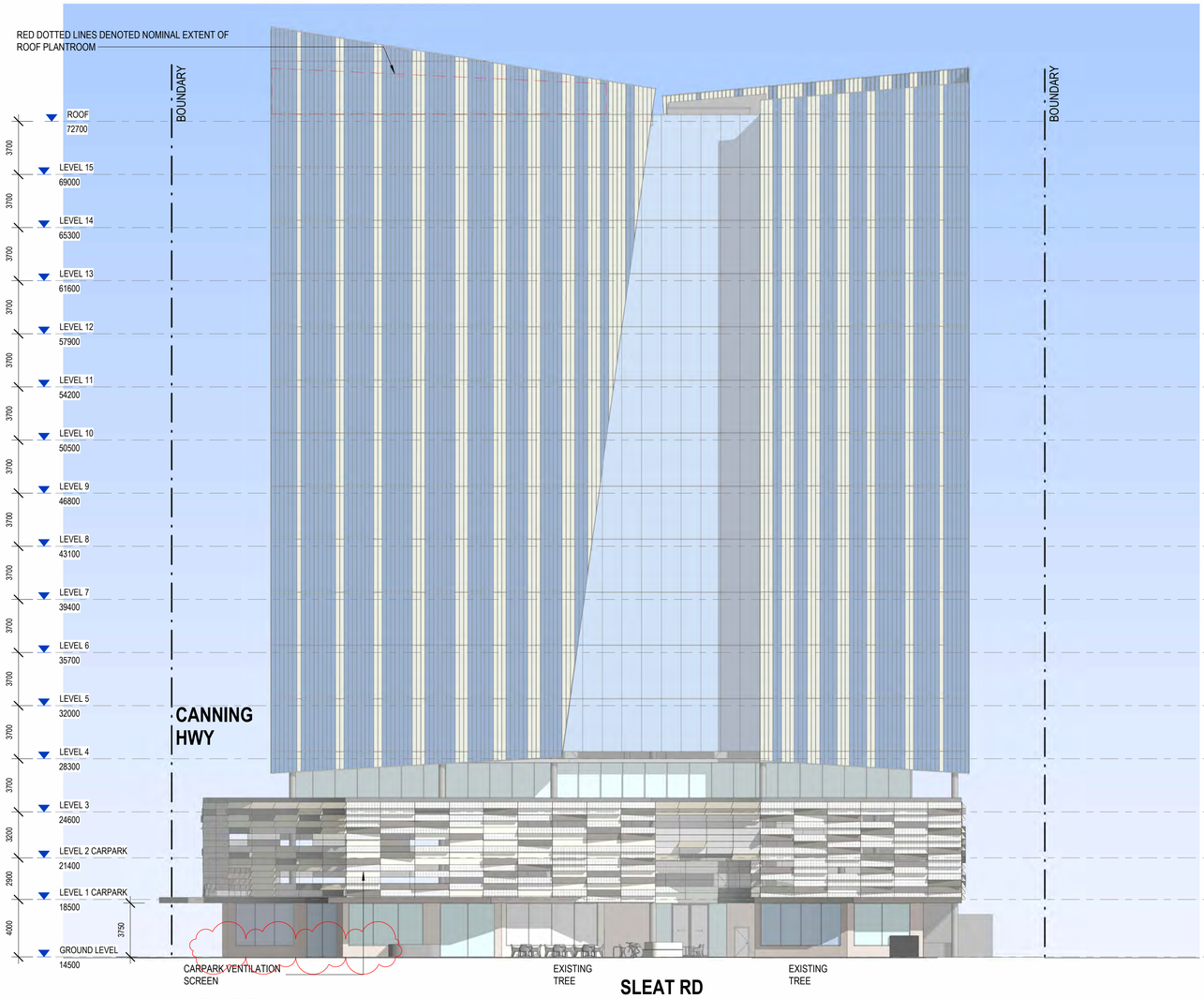
PROJECT # 22021

DRAWING # SK.11 ISSUE B

ISSUE	DATE	DESCRIPTION	DRN.	APP.
B	12.11.25	DA AMENDMENTS	IW	MJ
A	03.09.25	DA ISSUE	CB	MJ



NORTH-WEST ELEVATION
1 : 200



NORTH-EAST ELEVATION
1 : 200

SCALE

As indicated @ A1

882 CANNING HIGHWAY APPLECROSS

ELEVATION

0 5m
SCALE 1:100

COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\ivan.lee\Documents\22021_SLEAT RD_NEW_R23_ivan.lee74TY5.rvt

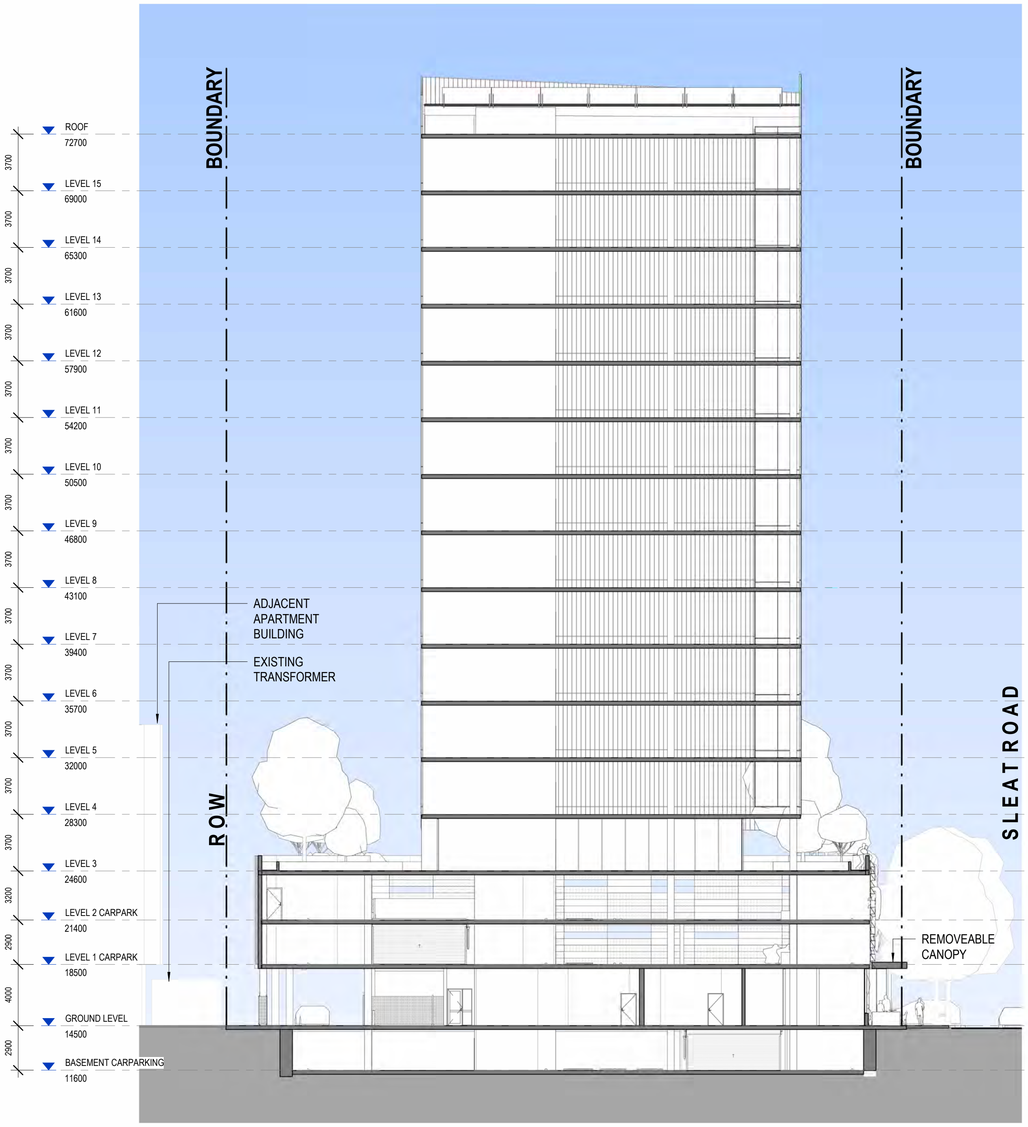
ISSUED FOR DA

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

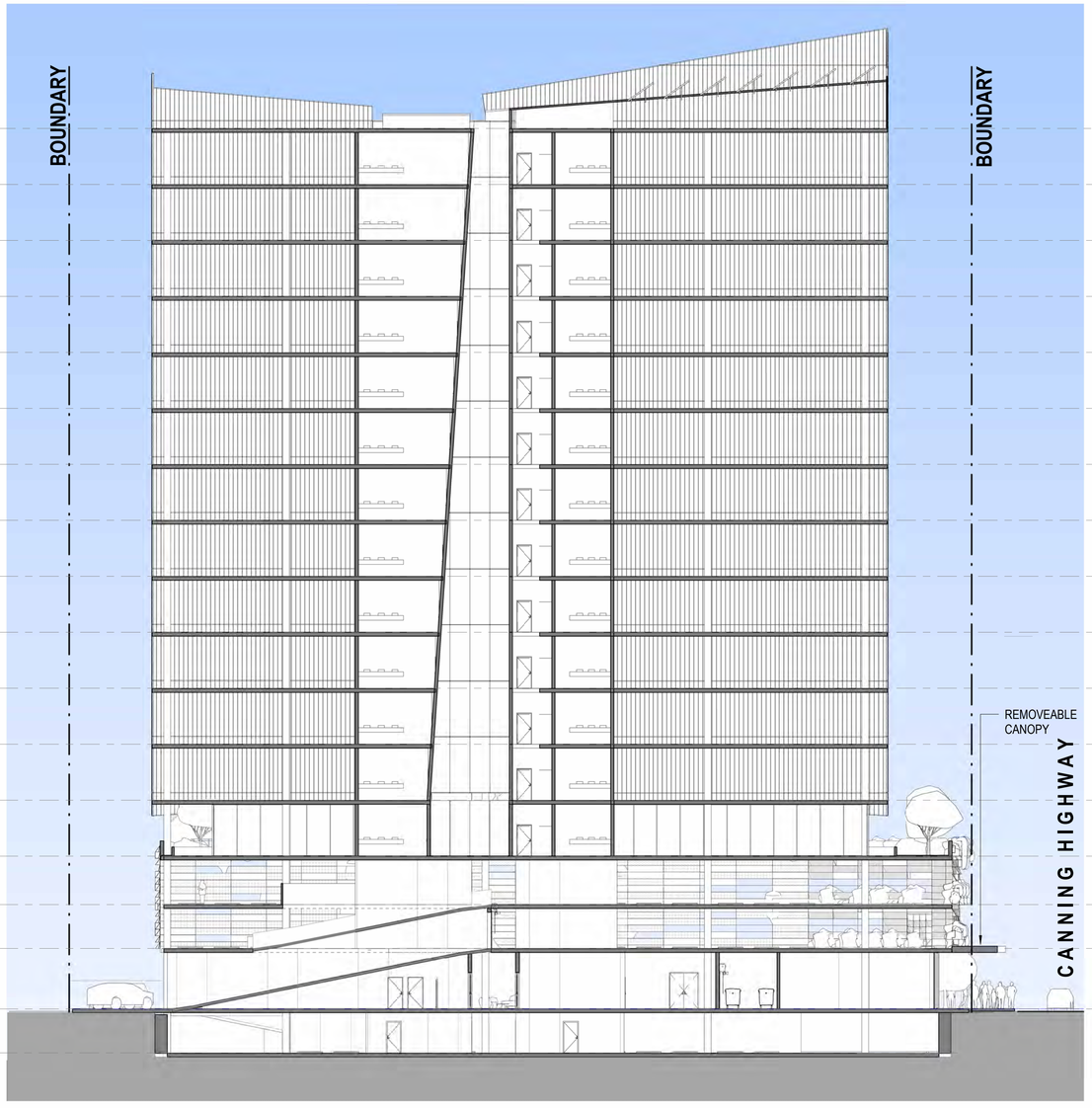
PROJECT # 22021

DRAWING # SK.12 ISSUE B

ISSUE	DATE	DESCRIPTION	DRN.	APP.
B	22.12.25	DA AMENDMENTS	SL	MJ
A	03.09.25	DA ISSUE	CB	MJ



SECTION B
1 : 200



SECTION C
1 : 200

SCALE

As indicated @ A1

COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\stephanie.lade\Documents\22021_SLEAT RD_NEW_R23_stephanie.ladeAG9GL.rvt

ISSUED FOR DA

882 CANNING HIGHWAY APPLECROSS

SECTION

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.13 ISSUE B

C	22.12.25	DA AMENDMENTS	SL	MJ
B	12.11.25	DA AMENDMENTS	IW	MJ
A	03.09.25	DA ISSUE	CB	MJ
ISSUE	**DATE**	**DESCRIPTION**	**DRN.**	**APP.**







SCALE

@ A1

882 CANNING HIGHWAY APPLECROSS

3D

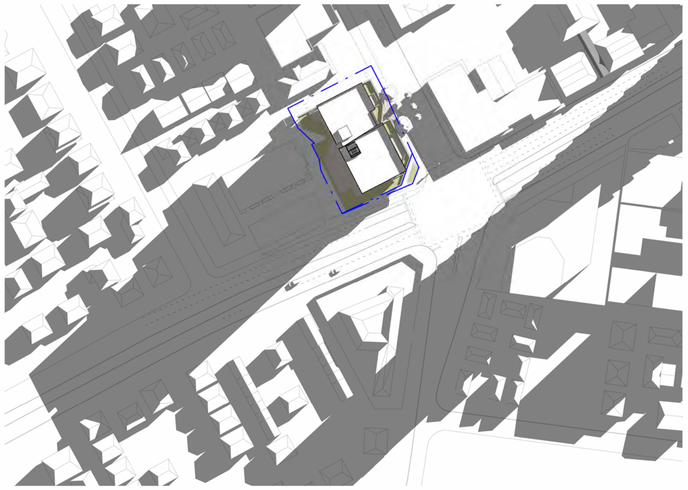
COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\stephanie.lader\Documents\22021_SLEAT RD_NEW_R23_stephanie.laderAG9GL.rvt

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021

DRAWING # SK.14 ISSUE C

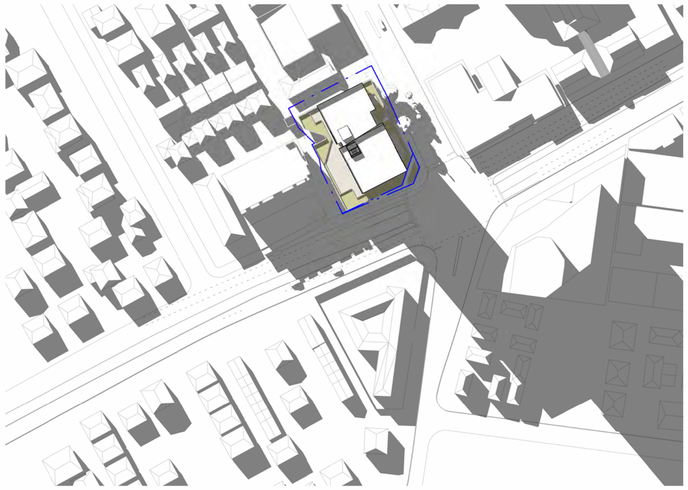
ISSUE	DATE	DESCRIPTION	DRN.	APP.
A	03.09.25	DA ISSUE	CB	MJ



OVERSHADOWING - 9AM JUNE 21
1 : 1500



OVERSHADOWING - 12PM JUNE 21
1 : 1500



OVERSHADOWING - 3PM JUNE 21
1 : 1500

SCALE
1 : 1500 @ A1

COPYRIGHT. The copyright of these drawings and all parts thereof remain the property of design management group pty ltd.
C:\Users\ivan.lee\Documents\22021_SLEAT RD_NEW_R23_ivan.lee74TY5.rvt

882 CANNING HIGHWAY APPLECROSS

OVERSHADOWING

0 5m
SCALE 1:100

DMG
ARCHITECTURE
LEVEL 1, 1008 HAY STREET, PERTH WA 6000
T (08) 9212 8888 info@dmgaustralia.com.au
WWW.DMGAUSTRALIA.COM.AU

PROJECT # 22021
DRAWING # SK.16
ISSUE A

urbii

Sustainable Transport. Safe Solutions

882 Canning Hwy, Applecross

Proposed Commercial Development

TRANSPORT IMPACT ASSESSMENT



Prepared for:

Carcione Nominees Pty Ltd

November 2025

882 Canning Hwy, Applecross

Prepared for: Carcione Nominees Pty Ltd
Prepared by: Paul Ghantous
Date: 16 November 2025
Project number: U24.183

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U24.183.r02	03/09/25	Paul Ghantous	FINAL	MW Urban
U24.183.r02a	21/10/25	Paul Ghantous	REVISED FINAL	MW Urban
U24.183.r02b	16/11/25	Paul Ghantous	UPDATED FINAL	MW Urban

Scan me

Urbii Consulting Pty Ltd
ABN 34 630 529 476
PO BOX 4315
BALDIVIS WA 6171
T: + 61 433 858 164
E: customer@urbii.com.au
W: www.urbii.com.au

© Urbii 2025. Copyright in the whole and every part of this document belongs to Urbii and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Urbii. This document is produced by Urbii solely for the benefit and use by the client in accordance with the terms of the engagement. Urbii does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

Contents

1 EXECUTIVE SUMMARY 7

2 INTRODUCTION 9

3 EXISTING SITUATION 10

3.1 Existing site use, access and parking 10
3.2 Surrounding road network and traffic management on roads 14
3.3 Existing traffic volumes on roads and major intersections 18
3.4 Existing operation of surrounding intersections 18
3.5 Heavy vehicles 19
3.6 Public transport access 20
3.7 Pedestrian access 26
3.8 Bicycle access 26
3.9 Crash data and safety 29

4 DEVELOPMENT PROPOSAL 32

5 VEHICLE ACCESS 33

6 CHANGES TO SURROUNDING TRANSPORT NETWORKS 35

6.1 Canning Bridge Activity Centre Plan (CBACP) 35
6.2 METRONET Canning Bridge Bus Interchange 38
6.3 Canning Bridge Duck and Dive Proposal Main Roads WA 40
6.4 Mid-tier public transport consortium 41

7 INTEGRATION WITH SURROUNDING AREA 42

7.1 Overview 42
7.2 Surrounding major attractors and generators 42
7.3 Proposed changes to land uses within 1200 metres 43
7.4 Travel desire lines from the development to major attractors and generators 43

8 TRAFFIC ASSESSMENT 44

8.1 Assessment period 44
8.2 Existing traffic flows 44
8.3 Traffic generation 44
8.4 Trip distribution and assignment 45
8.5 10-year post development forecasting 45
8.6 Analysis of intersections and development access 46
8.7 Impact on neighbouring areas 50
8.8 Traffic noise and vibration 50

9 PARKING 51

9.1 Parking supply 51
9.2 Estimated building occupancy 51
9.3 Mode share targets 52

9.4 Justification for parking shortfall 54
9.5 Assessment of car parking against LPS No. 6 Aims 56
9.6 Parking benchmarking - comparative review of policies 57
10 PROVISION FOR SERVICE VEHICLES 59
11 PUBLIC TRANSPORT ASSESSMENT 60
12 WALKING ASSESSMENT 61
13 CYCLING ASSESSMENT 62
13.1 Bicycle parking and end of trip facilities 62
13.2 Sustainable transport catchment 63
14 RESPONSE TO PUBLIC SUBMISSIONS 64
15 CONCLUSION 66
APPENDICES 67

Figures

Figure 1: Subject site 9
Figure 2: Existing site frontage – Canning Highway 10
Figure 3: Existing site frontage – Sleat Road 11
Figure 4: Existing crossover locations 11
Figure 5: *Canning Bridge Activity Centre Plan* 12
Figure 6: Location context plan 13
Figure 7: Main Roads WA road hierarchy plan 15
Figure 8: Main Roads WA road speed zoning plan 15
Figure 9: Road types and criteria for Western Australia 16
Figure 10: Primary Regional Road (PRR) road reservation 17
Figure 11: Weekday traffic profile (Canning Highway east of Sleat Road) 18
Figure 12: Closest bus stops serving the proposed development 20
Figure 13: Transperth public transport plan (route 111) 21
Figure 14: Transperth public transport plan (route 114) 22
Figure 15: Transperth public transport plan (route 115) 23
Figure 16: Transperth public transport plan (route 160) 24
Figure 17: Transperth public transport plan (route 910) 25
Figure 18: Western Australian Cycling Network Hierarchy 26
Figure 19: Perth and Peel Long Term Cycle Network plan (LTCN) 27
Figure 20: Strava cycling heatmap 28
Figure 21: 5-year crash map in the locality (2020-2024) 29
Figure 22: Canning Hwy / Sleat Rd – intersection crash ranking data 31
Figure 23: Proposed vehicle access 33
Figure 24: B99 vehicle specifications adopted for swept path analysis 34
Figure 25: Indicative cross section – Canning Highway 35
Figure 26: Indicative cross section – Canning River Bridge 36
Figure 27: Indicative cross section – Local Access Ways 36
Figure 28: Canning Bridge Activity Centre Plan Area movement network 37
Figure 29: Canning Bridge Station concept 39
Figure 30: Canning Highway duck and dive concept 40
Figure 31: Shortlisted mid-tier public transport routes 41
Figure 32: Private vehicle trip forecasting for the Canning Bridge Structure Plan 45
Figure 33: SIDRA network model 48
Figure 34: Adopted checking vehicle for swept path analysis 59
Figure 35: Subject site walking catchment isochrones 61
Figure 36: Cycling and micro-mobility catchment 63
Figure 37: Existing traffic flows weekday AM and PM peak hours 75
Figure 38: Development traffic – weekday AM and PM peak hours 76
Figure 39: 2027 base traffic volumes – weekday AM and PM peak hours 77
Figure 40: 2027 post development traffic volumes – weekday AM and PM peak hours 78
Figure 41: 2037 base traffic volumes – weekday AM and PM peak hours 79
Figure 42: 2037 post development traffic volumes – weekday AM and PM peak hours 80

Tables

Table 1: Bus routes servicing the subject site 20
Table 2: 5-year crash history in the locality (2020-2024) 30
Table 3: Proposed development traffic generation 44
Table 4: SIDRA network sites 46
Table 5: Summary of SIDRA analysis results 49
Table 6: Estimated building occupancy 51
Table 7: CBACP mode share targets 52
Table 8: Reference and target mode shares – maximum parking utilisation scenario 53
Table 9: Parking benchmarking with established frameworks 58
Table 10: Estimated bicycle end of trip facility requirements for employees 62

Appendices

Appendix A: Proposed development plans 67
Appendix B: Canning Highway PCA 185 73
Appendix C: Traffic volume diagrams 75
Appendix D: SIDRA analysis outputs 81
Appendix E: Swept path diagrams 102

1 Executive summary

A commercial development is proposed at 882 Canning Highway, Applecross comprising 496m² of specialty retail/F&B at ground level and ~12,944 m² office NLA above. On-site parking provision includes 158 car bays, 46 motorcycle bays and one loading bay.

Access

Vehicular access is consolidated on Sleat Road, with one full-movement crossover retained and the second existing crossover removed. Internal ramps serve basement and upper decks. The existing easement connection to the western neighbour (left-in/left-out to Canning Hwy) is maintained, with no new direct access to Canning Highway.

Public transport & active modes

The site is within 200m of bus stops on Canning Highway. Bus routes 114, 115, 160 and 910 (High Frequency) provide direct links to Perth, Fremantle, Booragoon and East Perth. Safe, signalised crossings and continuous footpaths are provided at the Canning Hwy/Sleat Rd signals.

The proposal provides End-of-trip facilities which exceed best practice guidelines, with 130 staff bicycle spaces, 4 visitor spaces, and 10 showers.

Parking supply & policy

A total of 158 car bays is proposed, which is an ‘on-paper’ shortfall of 44 bays. Mode share targets are adapted from the CBACP, with lower car mode and higher bicycle/motorcycle mode shares, supported by extensive EoT facilities.

Trip generation & assignment

Trip generation is parking constrained and is based on 205 on-site vehicle spaces, generating 166 vph. Trips are assigned evenly to the network for robust testing.

Operational impacts (SIDRA)

A single, consistent SIDRA network model with SCATS-based phasing was used for all scenarios. At Canning Hwy/Sleat Rd, the existing LOS ‘C’ is forecast to degrade to LOS ‘D’ by 2027 and ‘F’ by 2037, due to background traffic growth with or without the development. The development contributes < 2% of total intersection traffic in 2037. Therefore, the incremental impact of the proposed development is minimal.

Safety

The five-year crash data indicates that the signalised intersection of Canning Hwy/Sleat Rd ranks 183rd state-wide, with ~70% rear-end crashes—typical of saturated signalised intersections. Proposed development measures that reduce private car dependence including reduced car parking, EoT facilities and strong public transport links, align with crash risk reduction.

Future network context

The Canning Bridge Bus Interchange program includes larger bus capacity, improved station access and a new southern PSP connection, reinforcing the corridor's public transport focus. PCA 185 (Feb 2025) narrows corridor protection and excludes Sleat, Forbes and Kintail Roads for five years, signalling no near-term local-road widening.

Conclusion

The proposal integrates with the existing and planned transport network, concentrates access on Sleat Road, and is supported by excellent public transport access and above-standard active transport facilities. Under conservative, parking supply constrained traffic generation, the development contributes to a negligible share of intersection demand at the assessment horizon.

The 44-bay car parking shortfall is policy-aligned and justified given the centre location, EoT provision and mode share targets.

From a traffic engineering and transport planning perspective, the development is supportable.

2 Introduction

This Transport Impact Assessment has been prepared by Urbii on behalf of Carcione Nominees Pty Ltd with regards to the Proposed Commercial Development, located at 882 Canning Hwy, Applecross.

The subject site is situated at the north-west corner of Canning Highway and Sleat Road, as shown in Figure 1, and presently accommodates two fast food tenancies. A commercial development is proposed at the site, which will deliver 496m^2 of specialty retail and F&B tenancies on the ground level, with 12,944m^2 of office NLA on upper levels.

The aim of this Transport Impact Assessment (TIA) is to assess the impact of the proposal on the existing transport network. **The TIA has been revised to address feedback from Main Roads WA and the City of Melville.**



Figure 1: Subject site

3 Existing situation

3.1 Existing site use, access and parking

The site has street frontage on Canning Highway Street (Figure 2) and Sleat Road (Figure 3). The site currently accommodates two fast food tenancies, with an estimated combined area of 400m^2 NLA.

There are two site crossovers currently provided on Sleat Road (Figure 4). There is no direct vehicle access from Canning Highway. A crossover is provided for the development to the west of the site, with an access easement facilitating vehicle movement across the western boundary of the site.

The site is surrounded by a mix of residential, retail, food and beverage, office, and other commercial land uses. Refer to Figure 6 for a context plan showing surrounding land use.



Figure 2: Existing site frontage – Canning Highway



Figure 3: Existing site frontage – Sleat Road

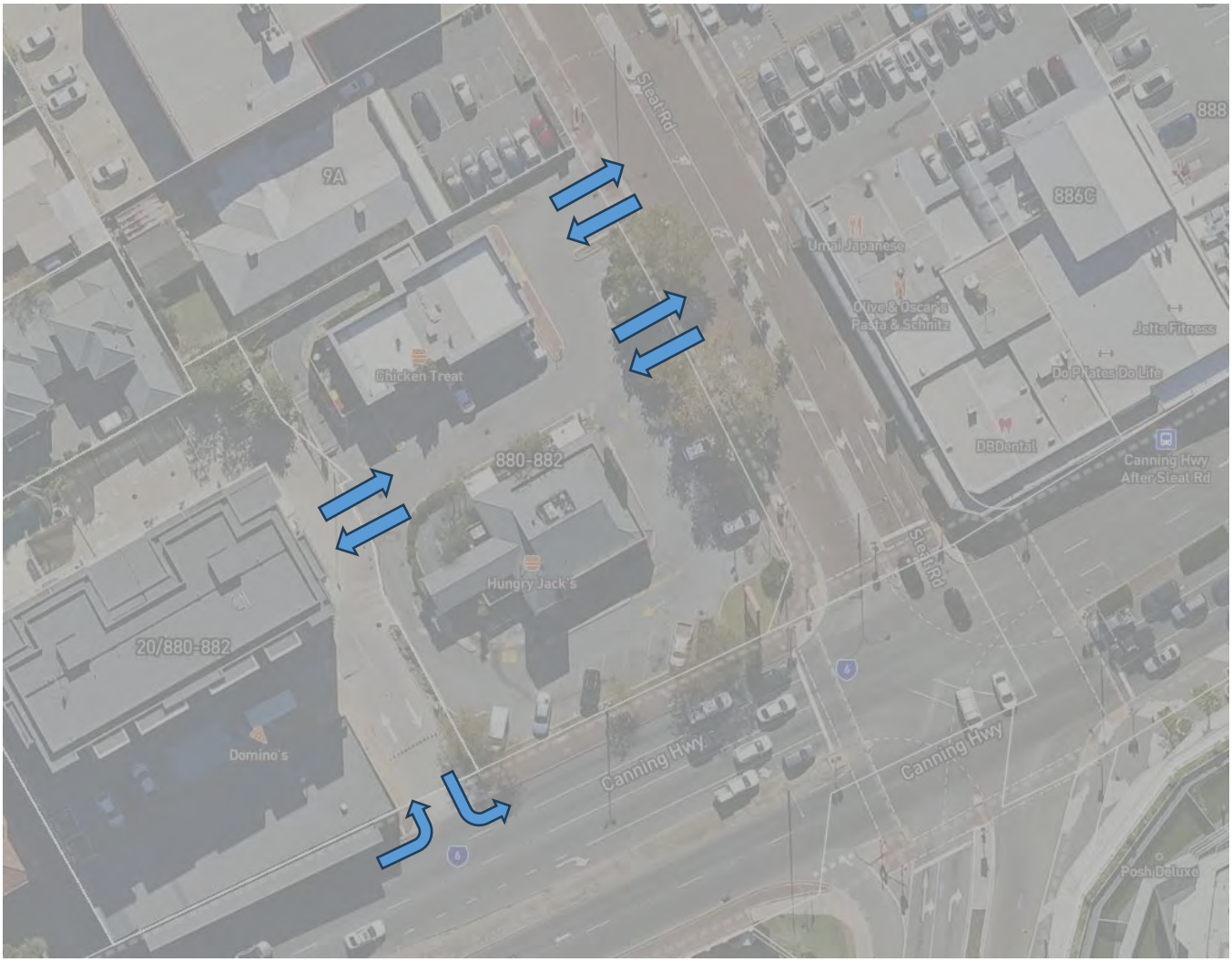


Figure 4: Existing crossover locations

The site is located within the Kintail Quarter (Q1) of the Canning Bridge Activity Centre. The site is located within a planned mixed-use area and has been identified as the location of a "Landmark Building" (Figure 5).

Extensive transport modelling and planning has been undertaken for the Canning Bridge Activity Centre and surrounding transport network, which has been considered in this TIA.



Figure 5: *Canning Bridge Activity Centre Plan*

Source: *Canning Bridge Activity Centre Plan*, City of Melville & City of South Perth, September 2020

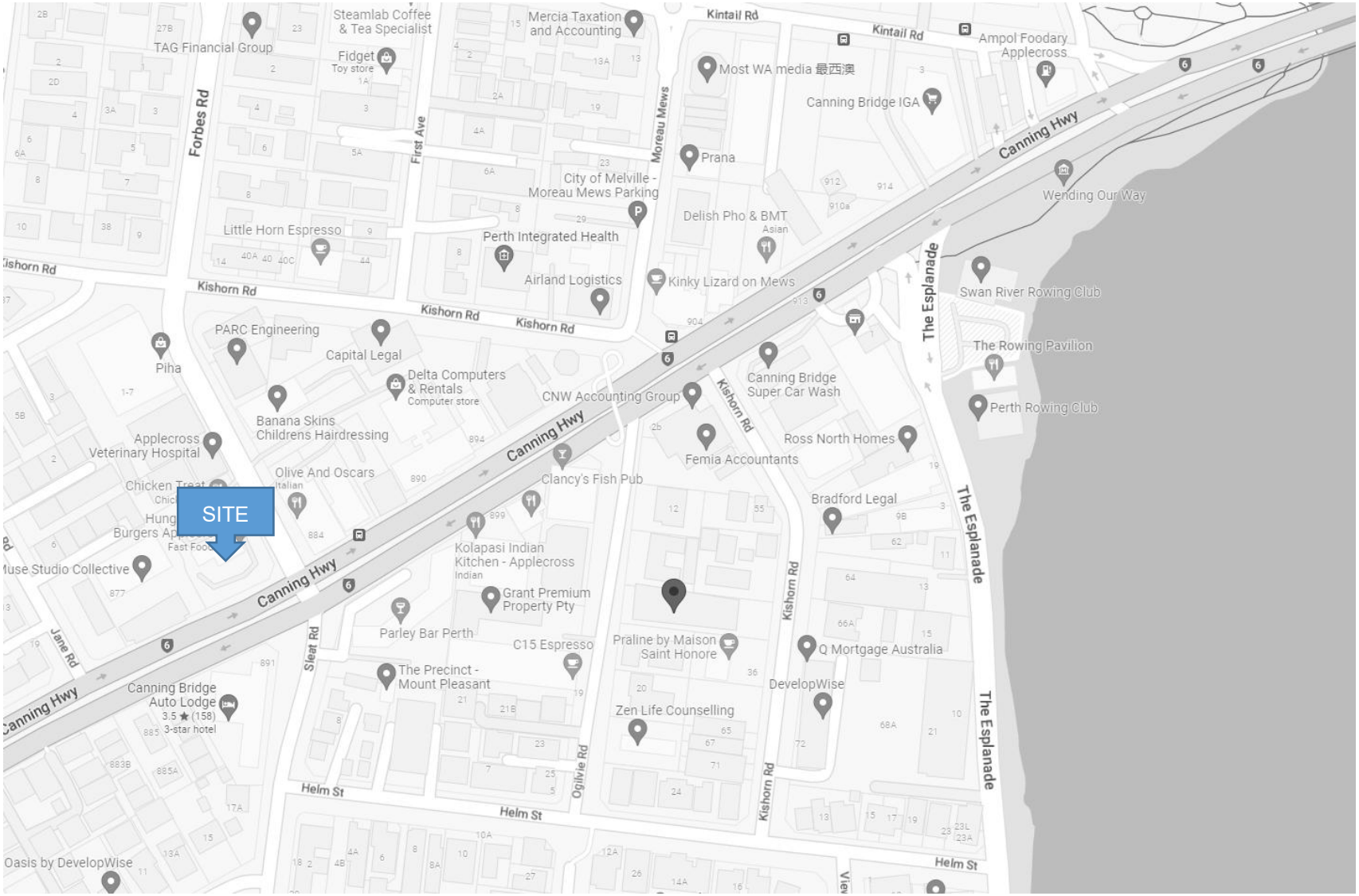


Figure 6: Location context plan

3.2 Surrounding road network and traffic management on roads

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the existing traffic management on frontage roads.

3.2.1 Canning Highway

Canning Highway near the subject site is an approximately 22m wide, dual carriageway road. It features a wide, kerbed and landscaped median with lighting and tree planting. Three traffic lanes are provided in the eastbound direction, heading towards the Freeway and City. Two traffic lanes are provided in the westbound direction.

A path for walking and cycling is provided on both sides of the road. Canning Highway is classified as a *Primary Distributor* road in the Main Roads WA road hierarchy (Figure 7) and forms part of the State Road Network. It operates under a posted speed limit of 60km/h (Figure 8). *Primary Distributor* roads are under the care and control of Main Roads WA. They are predominantly for movement of inter-regional and/or cross town/city traffic (Figure 9).

3.2.2 Sleat Road

Sleat Road near the subject site is an approximately 14m wide, two-lane divided road. A 2m wide median is provided on the road, which is a mix of painted line marking and raised and kerbed islands. Tree planting and street lighting are integrated into the median.

A path for walking and cycling is provided on both sides of the road near the site. Parallel on-street parking is marked on both sides of the road.

Red asphalt treatment is used for road surfacing, which communicates to drivers that the road environment has changed, as they transition from driving on Canning Highway to Sleat Road.

Sleat Road is classified as an Access road in the Main Roads WA road hierarchy (Figure 7) and operates under a default built up area speed limit of 50km/h (Figure 8). Access roads are the responsibility of Local Government and are for provision of vehicle access to abutting properties (Figure 9).

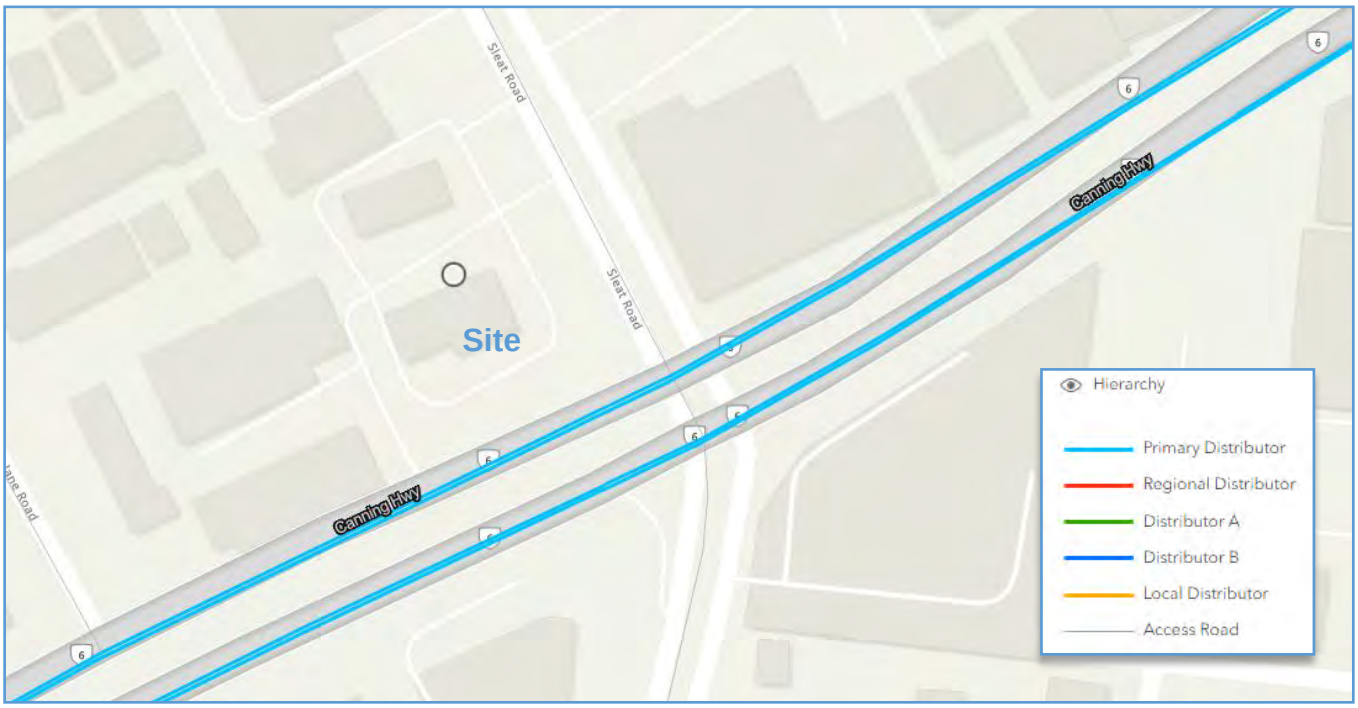


Figure 7: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

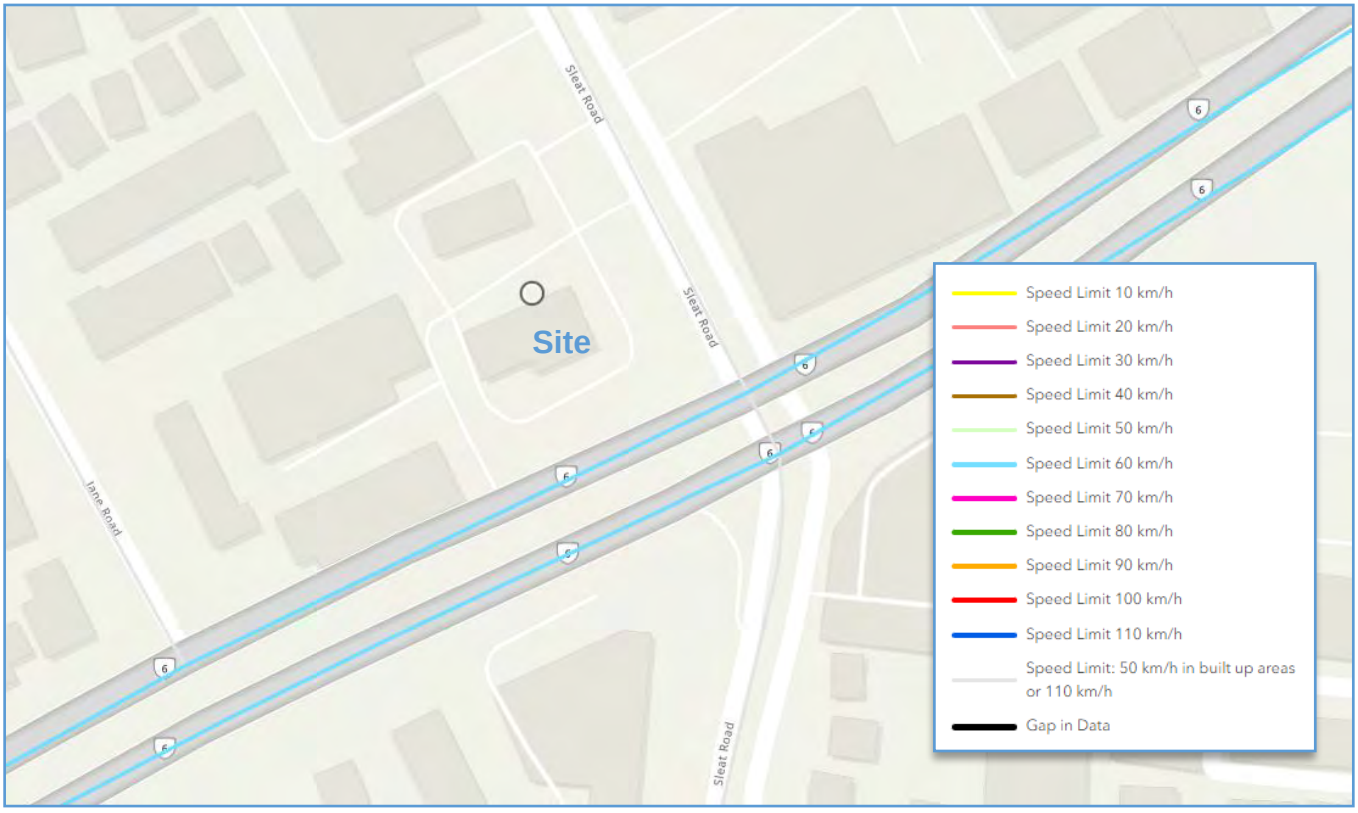


Figure 8: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' *Roadside Stopping Places Policy*.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 9: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

3.2.3 Road reservation status

Canning Highway forms part of the state-level road network. There is a Primary Regional Road Reservation (PRR) applicable over Canning Highway. Therefore, Main Roads WA is responsible for control, maintenance and planning for this road. The Development Application will be referred to MRWA as a referral agency. As seen in Figure 10, there is a road widening reservation adjacent to the subject site at the corner of Canning Highway and Sleat Road.

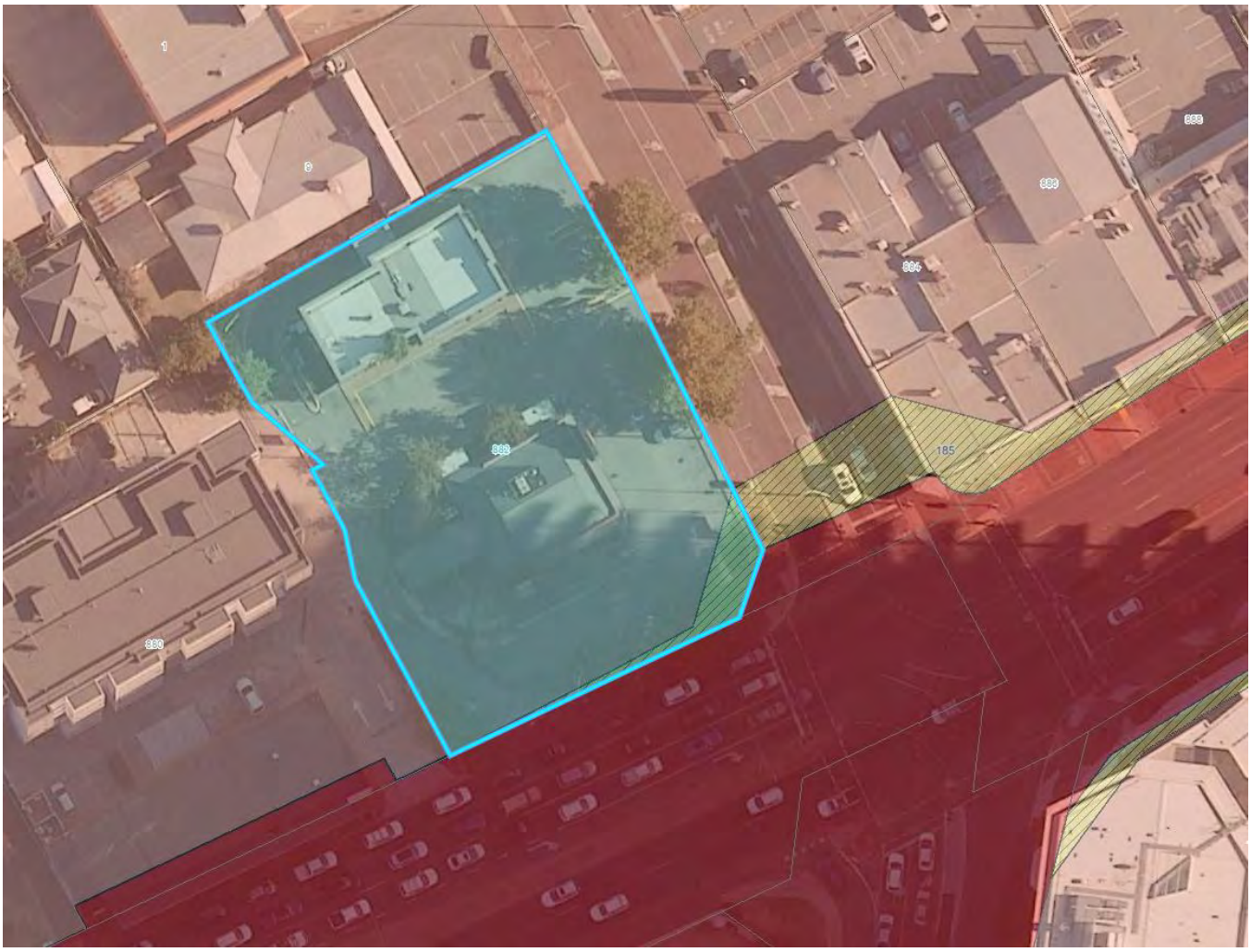


Figure 10: Primary Regional Road (PRR) road reservation

Source: Metropolitan Region Scheme (MRS)

Planning Control Area (PCA) 153 was revoked in February 2025, and replaced with PCA 185, which is applicable to the development. This change reduced the PCA footprint along Canning Hwy in the City of Melville, explicitly removing Sleat Rd, Forbes Rd and Kintail Rd from the corridor-protection area for the next five years. Practically, it signals no near-term widening works extending into those local roads. (Note: land within an active PCA is subject to WAPC controls/referrals.)

The details of PCA 185 are included in Appendix B.

3.3 Existing traffic volumes on roads and major intersections

Traffic volume and speed data obtained from Main Roads WA indicates Canning Highway carried average weekday traffic flows of around 49,000 vehicles per day (east of Sleat Road) in 2021. The weekday peak hours occur from around 8am to 9am and 4pm to 5pm, as detailed in Figure 11.

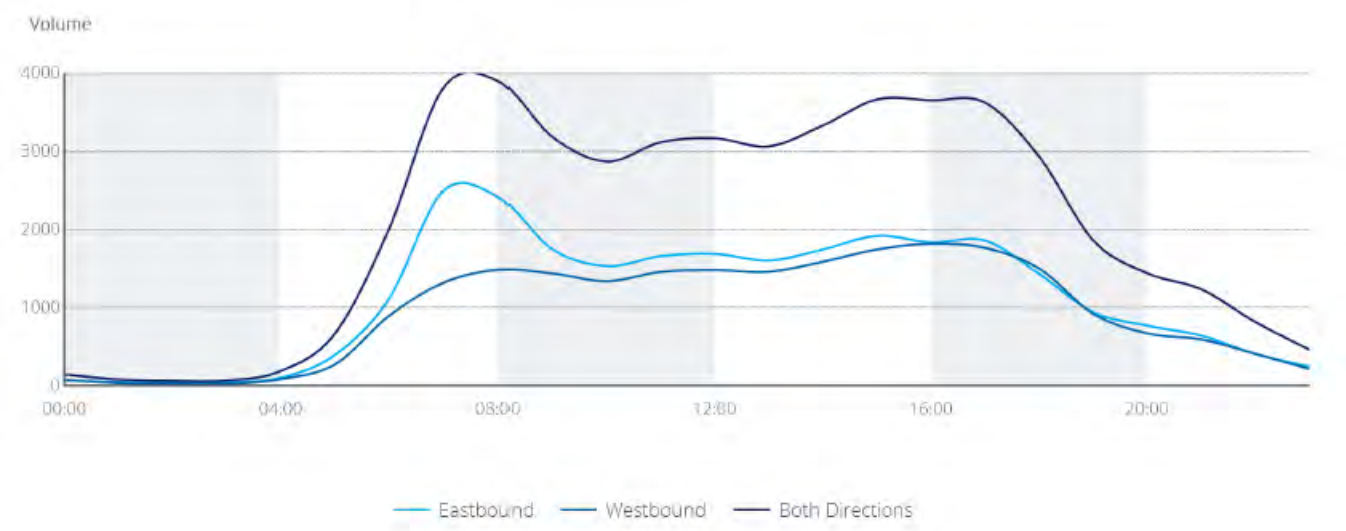


Figure 11: Weekday traffic profile (Canning Highway east of Sleat Road)[1]

Traffic data obtained from Main Roads WA for the signalised intersection of Canning Hwy / Sleat Rd (**Source: Main Roads Traffic Map**), which was combined with TomTom analytics data and midblock counts. The resulting base peak hour traffic flows derived for analysis are detailed in Section 8.2 of this report.

3.4 Existing operation of surrounding intersections

The operation of existing intersections is documented in Section 8.6 of this report.

[1] Source: Main Roads WA Traffic Map – Site 5684 (2024/25)

3.5 Heavy vehicles

The roads near the subject site form part of RAV Network 1 which permits 19m semi-trailers to travel on these roads under general access, or “as of right” status. General access vehicles may operate state-wide provided they are:

- not a road train or b-double;
- within regulation axle mass limits;
- 19 metres or less in combination length (or a maximum 12.5 metres for rigid vehicles);
- total combination mass less than 42.5 tonnes;
- width less than 2.5 metres (excluding mirrors and lights); and
- height less than 4.3 metres.

The subject site does not fall within a freight or RAV network, nor does it generate substantial commercial or construction traffic. Canning Highway in this location serves predominantly local and commuter traffic with a light-vehicle bias, and classified turning-movement counts confirm that heavy vehicles form a minor proportion of total flows. Intersection turning movements obtained from Main Roads WA traffic map indicate **a maximum 3%-4% total heavy vehicle proportion** during the weekday AM and PM peak hour.

Given this very modest proportion of heavy vehicles, it is not expected that their presence would materially influence the operational performance of intersections in the study area. In accordance with **Section 2.10.7.6** of Main Roads WA’s *Operational Modelling Guidelines (v2.0)*, detailed heavy-vehicle subclassification is required only where heavy vehicles have a “significant impact” on intersection or network performance, such as on freight corridors, Restricted Access Vehicle (RAV) routes, or in areas with concentrated commercial or construction activity.

The subject site does not meet these criteria. Canning Highway in this location accommodates general-access vehicles up to 19 m semi-trailers operating under “as-of-right” status, and peak hour traffic is dominated by light vehicles associated with local and commuter movements rather than freight or logistics operations.

For this reason, the SIDRA modelling undertaken for the assessment has applied a single composite heavy-vehicle class using the appropriate Passenger Car Equivalent (PCE) factor, consistent with **Section 4.2.2.1** of the *Operational Modelling Guidelines*. That section recommends separate heavy-vehicle movement classes only “**where there are significant numbers of Austroads’ vehicle classes 3 to 12.**” As the total heavy-vehicle proportion at this location is less than 10 percent — and individual subclasses such as rigid or articulated trucks each represent only a small fraction of total flow — further disaggregation of vehicle types would not improve model accuracy or interpretation. The use of a single heavy-vehicle class ensures the model remains proportional to the scale and context of the site while accurately reflecting the operational characteristics of the traffic stream.

This approach aligns with both the intent of Main Roads WA’s guidance and accepted professional practice for urban traffic assessments. It appropriately accounts for heavy-vehicle presence without introducing unnecessary complexity or detail that would not influence the model outcomes.

Accordingly, the adopted modelling methodology is considered robust, representative of observed conditions along Canning Highway, and entirely suitable for assessing the traffic impacts associated with the proposed development.

3.6 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

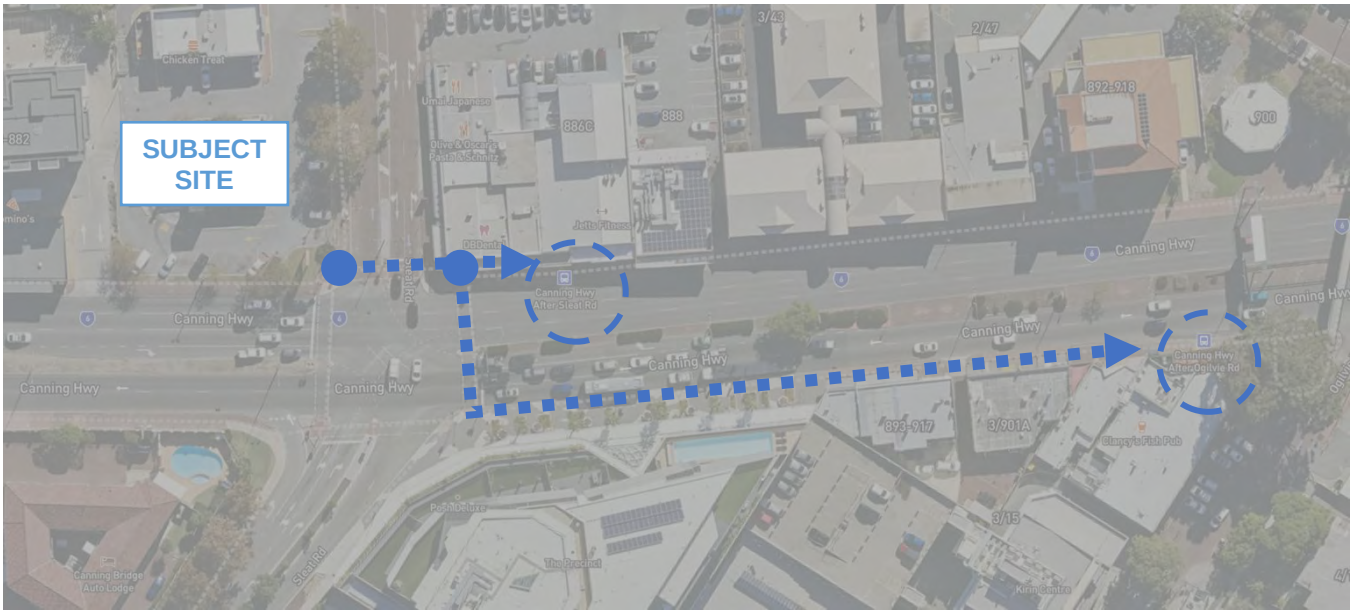
The subject site has access to multiple bus services within walking distance, as detailed in Table 1.

Table 1: Bus routes servicing the subject site

Route	Service description
111	Fremantle Stn - East Perth via Canning Hwy & Kwinana Fwy - Figure 13
114	Perth - Lake Coogee via Canning Bridge Stn and Booragoon Bus Stn - Figure 14
115	Perth - Hamilton Hill via Booragoon Bus Stn - Figure 15
160	East Perth - Fremantle Stn via Willagee & Booragoon - Figure 16
910	Perth - Fremantle Stn via Canning Hwy (High Frequency) - Figure 17

Bus services are accessible within close walking distance, including the high frequency service 910. The closest bus stops are located on Canning Highway, less than 200m walk from the site (Figure 12). Bus services provide excellent coverage and connectivity to the rail network.

Public transport services provide a viable alternative mode of transport for visitors and staff of the proposed development.


SUBJECT SITE
Canning Hwy
Canning Hwy
Canning Hwy

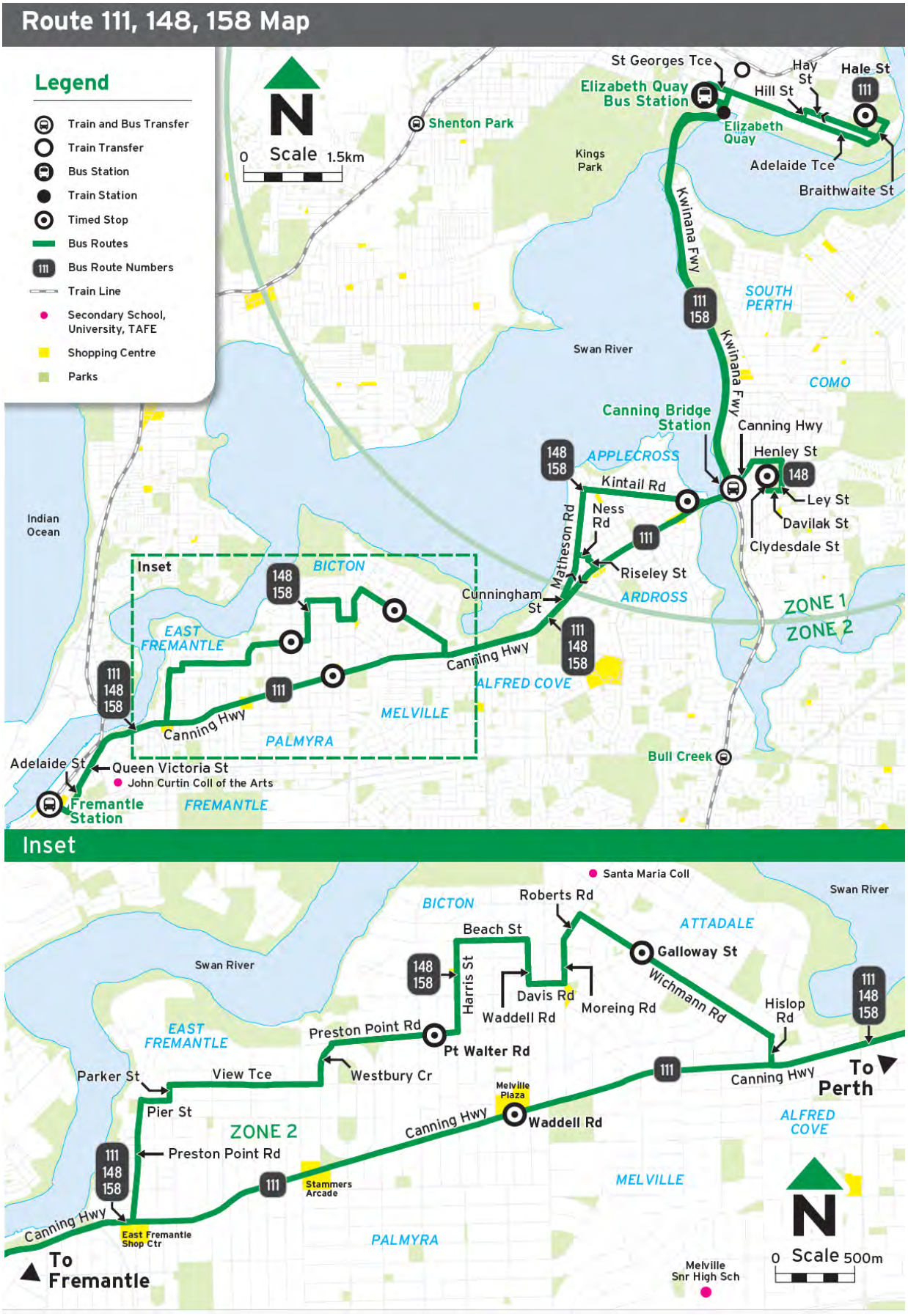


Figure 13: Transperth public transport plan (route 111)

Source: Transperth



Figure 14: Transperth public transport plan (route 114)

Source: Transperth



Figure 15: Transperth public transport plan (route 115)

Source: Transperth



Figure 16: Transperth public transport plan (route 160)

Source: Transperth



Figure 17: Transperth public transport plan (route 910)

Source: Transperth

3.7 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

Footpaths are provided on both sides of Canning Highway and Sleat Road adjacent to the subject site.

Kerb ramps and median refuge islands are provided at nearby intersections, which promotes improved access for bicycles, wheelchairs and prams.

The signalised intersection of Canning Highway and Sleat Road provides signal controlled crossing opportunities for people walking or cycling.

3.8 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

The Perth and Peel Long Term Cycle Network (LTCN) designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), and primary users. The cycling network hierarchy is described in Figure 18.

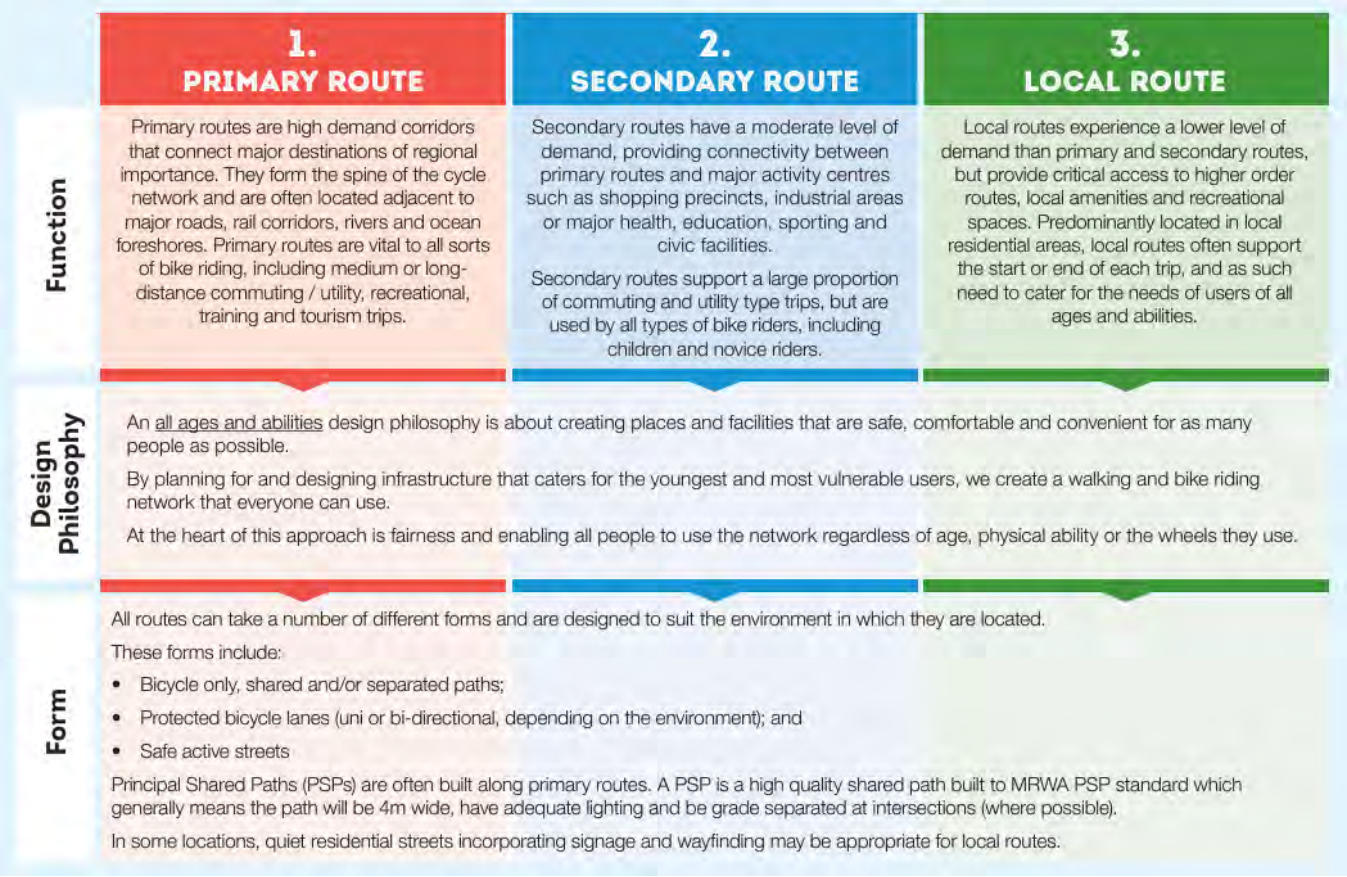


Figure 18: Western Australian Cycling Network Hierarchy

The Long-Term Cycle Network plan is detailed in Figure 19. Canning Highway and Sleat Road do not form part of the LTCN.

However, paths are provided on both sides of Canning Highway and Sleat Road, which connect to the broader cycling network. Higher order cycling facilities are accessible within a close cycling distance of the site.

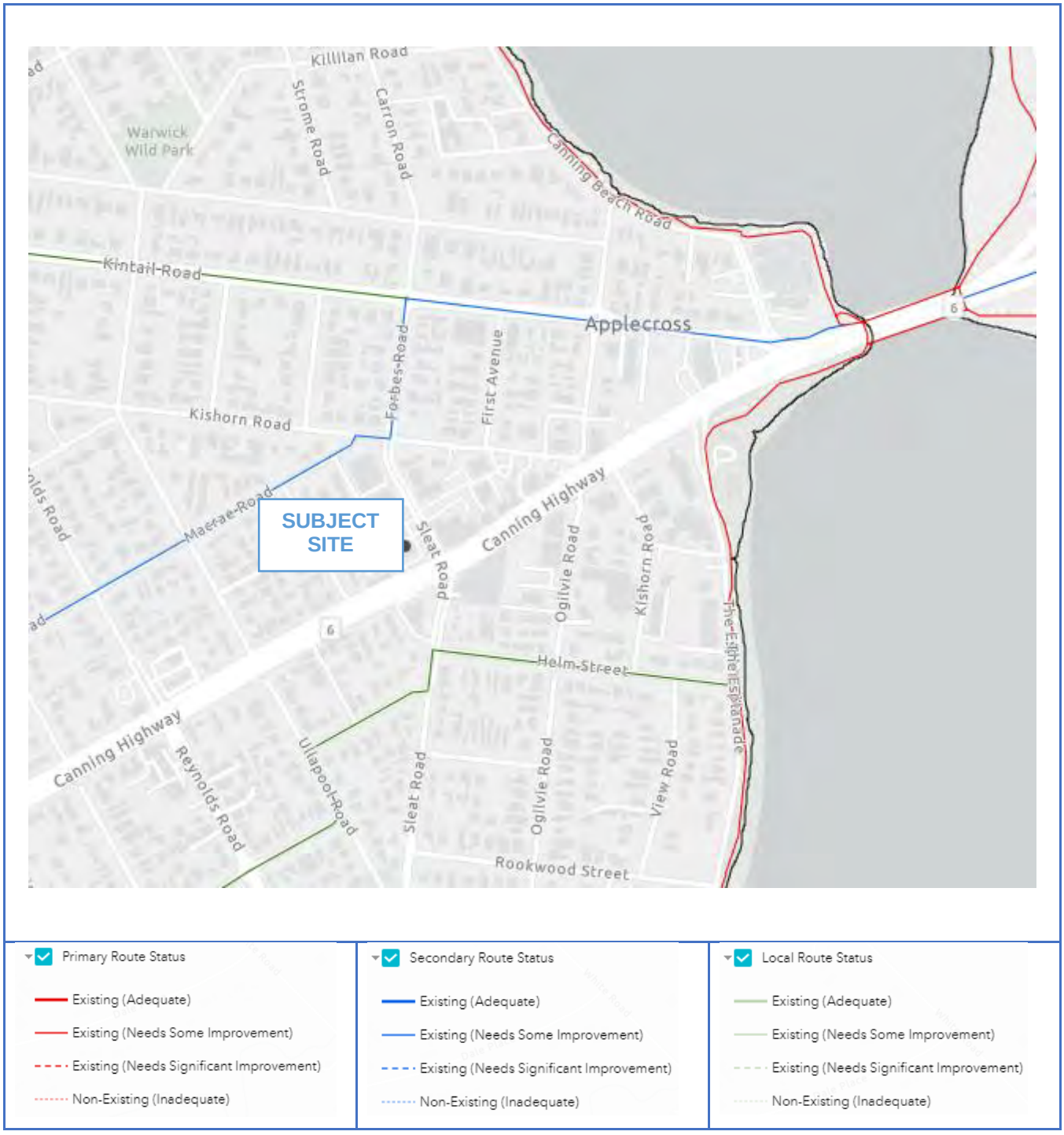


Figure 19: Perth and Peel Long Term Cycle Network plan (LTCN)

The Strava cycling heatmap tool shows that Kintail Road and the riverside PSP are relatively popular cycling routes in the area (Figure 20).

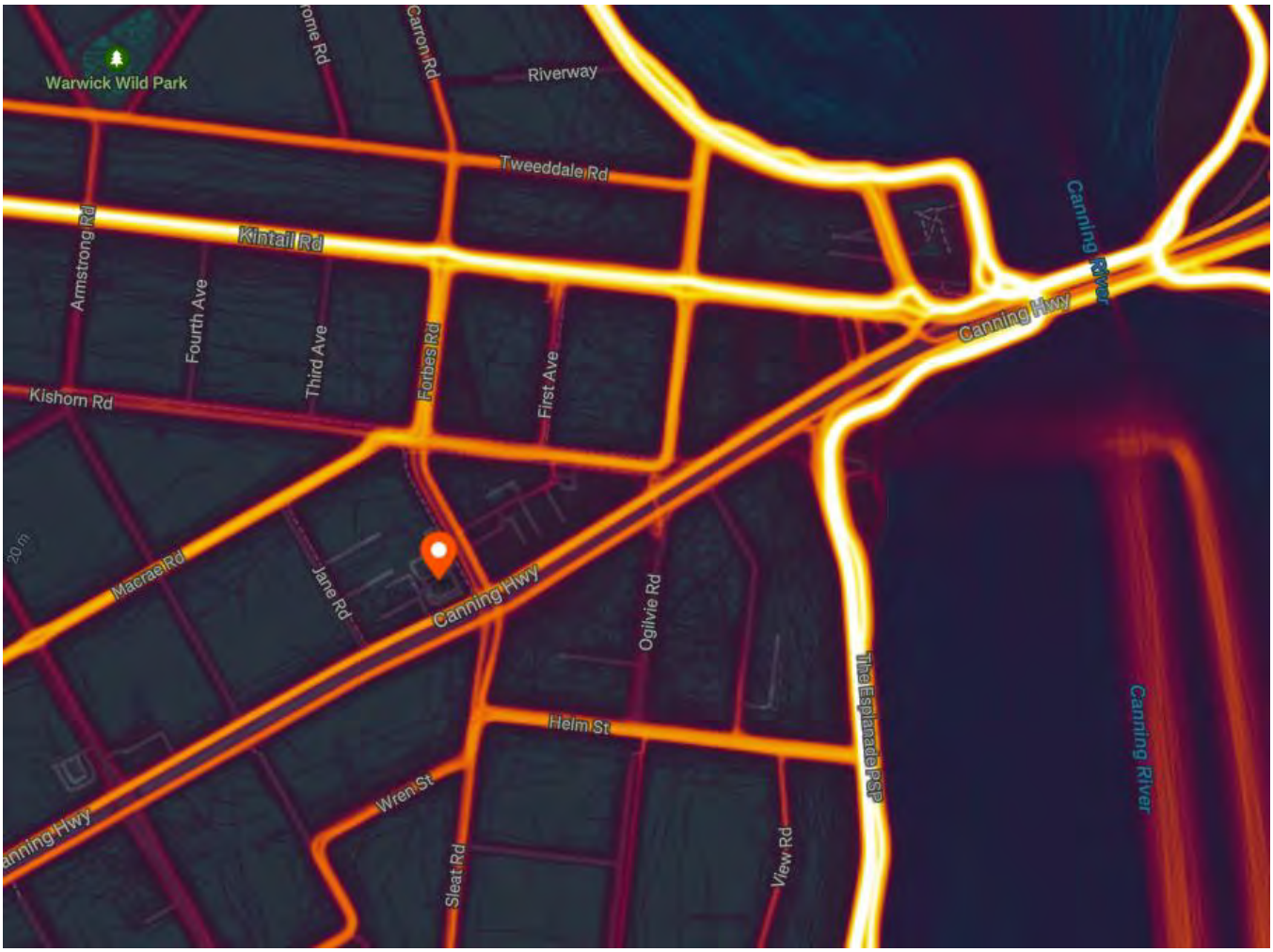


Figure 20: Strava cycling heatmap

3.9 Crash data and safety

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 21, 66 crashes were recorded in the immediate locality in the last five years. 51 crashes occurred at the signalised intersection. The detailed crash history is presented in Table 2.

Intersection crash ranking data is presented in Figure 22. The signalised intersection of Canning Hwy / Sleat Rd is ranked 183rd for crash frequency in the state. The number of crashes reflects the high daily traffic volumes on Canning Highway and signalised intersection control. Almost 70% of intersection crashes were rear end, which is typical at signalised intersections.

Any measures adopted by the proposed development to encourage sustainable transport modes, and reduced reliance on private car trips, will help alleviate crashes.

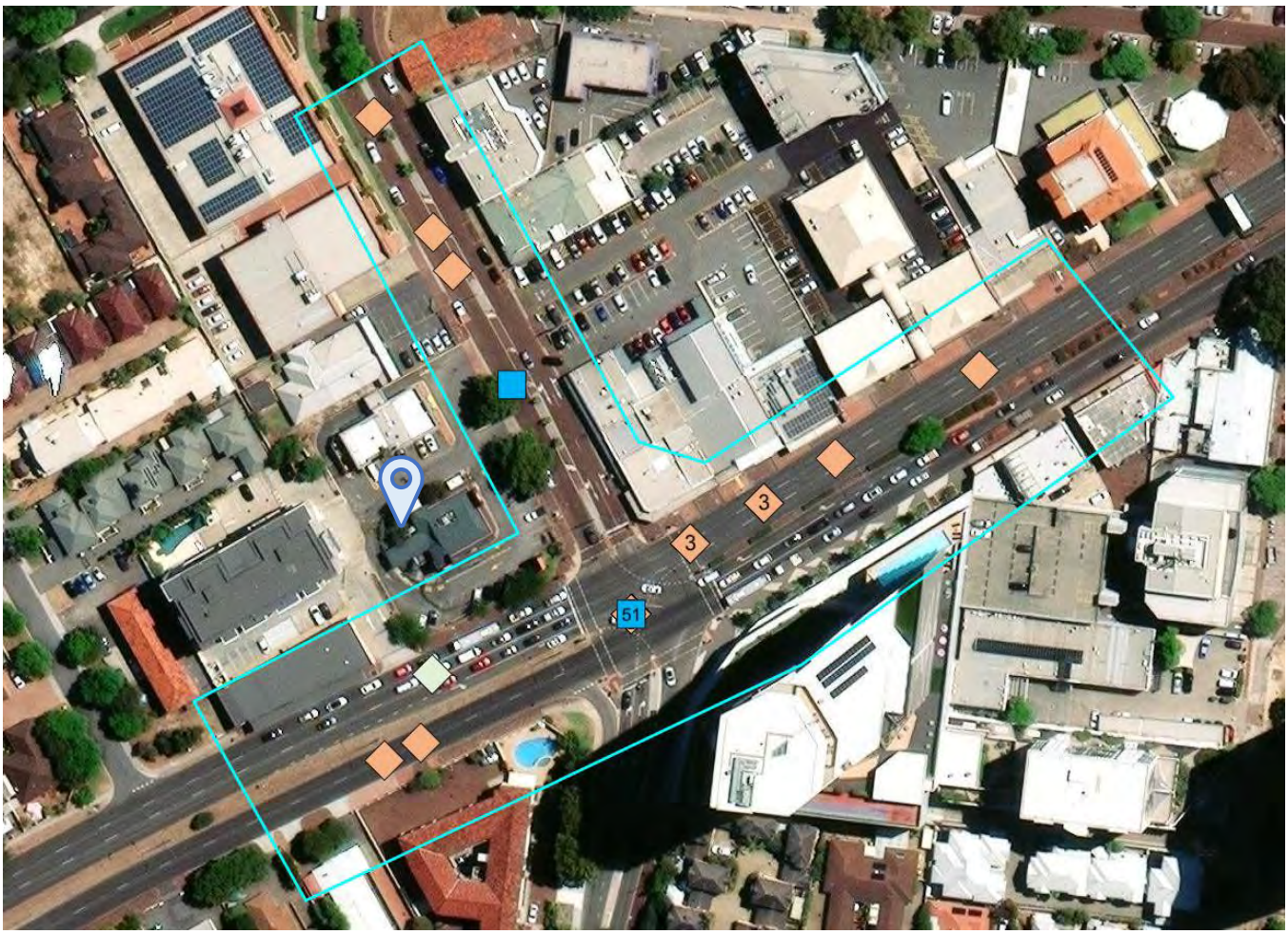


Figure 21: 5-year crash map in the locality (2020-2024)

Source: MRWA crash mapping tool

Table 2: 5-year crash history in the locality (2020-2024)

Severity	No.	%
Fatal	0	0
Hospital	2	3.03
Medical	10	15.15
PDO Major	35	53.03
PDO Minor	19	28.79

Year	No.	%
2020	10	15.15
2021	16	24.24
2022	10	15.15
2023	11	16.67
2024	19	28.79

Nature	No.	%
Head On	1	1.52
Hit Animal	0	0
Hit Object	1	1.52
Hit Pedestrian	1	1.52
Non Collision	0	0
Not Known	0	0
Other / Unknown	5	7.58
Rear End	38	57.58
Right Angle	3	4.55
Right Turn Thru	1	1.52
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	16	24.24

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	8	12.12
Dawn Or Dusk	1	1.52
Daylight	47	71.21
Not Known	0	0
Other / Unknown	10	15.15

Conditions	No.	%
Dry	54	81.82
Not Known	0	0
Other / Unknown	1	1.52
Wet	11	16.67

Alignment	No.	%
Curve	4	6.06
Not Known	0	0
Other / Unknown	33	50.00
Straight	29	43.94

Total		66

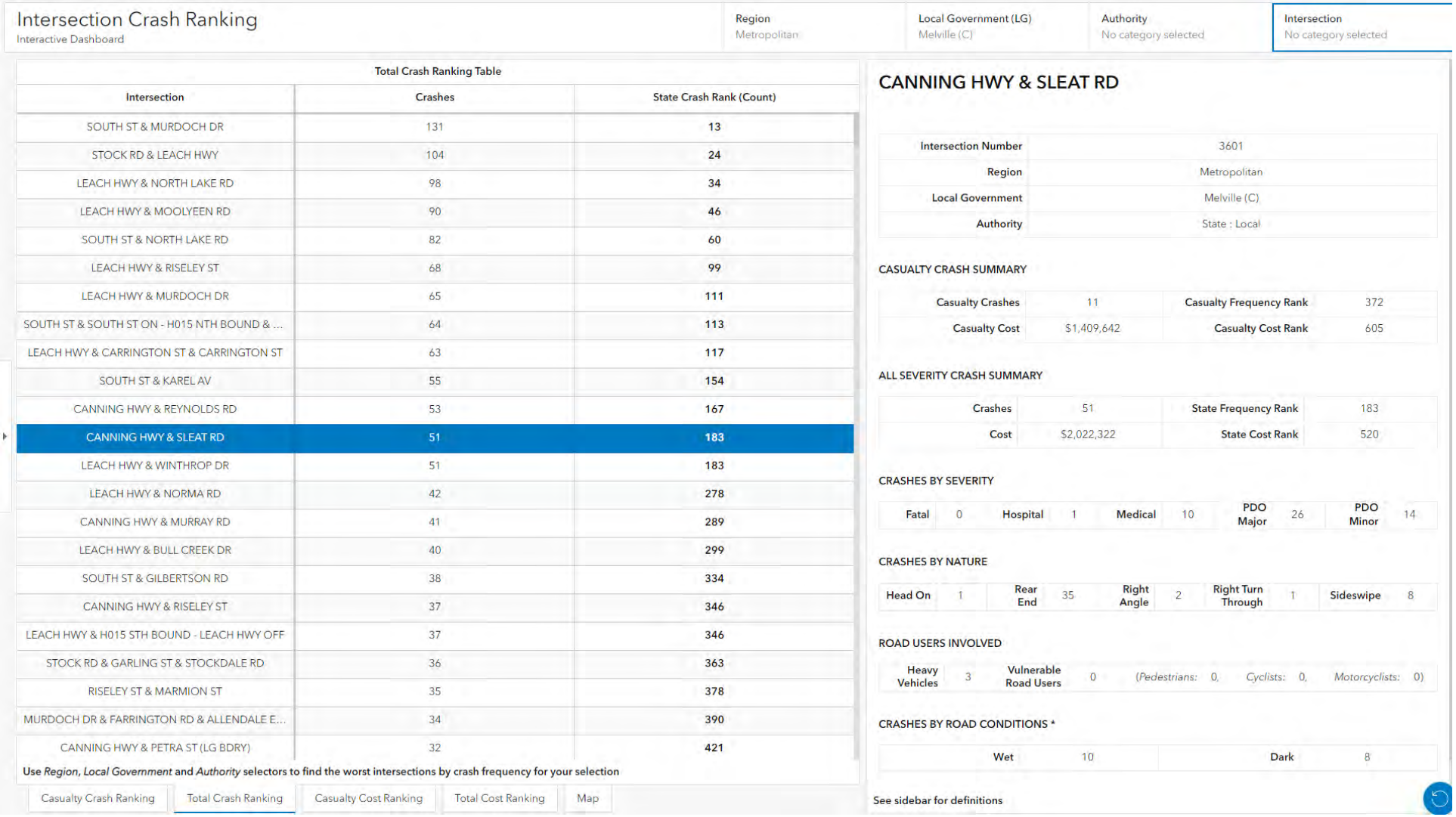


Figure 22: Canning Hwy / Sleat Rd – intersection crash ranking data

4 Development proposal

A commercial development is proposed at the subject site. The proposed development plans include:

- Ground Floor
  - 3 x 'specialties' tenancies (assumed to be retail for the TIA) – total 411m^2 NLA;
  - 1 x F&B tenancy – 85m^2 NLA
- Levels 3-15
  - 12,944m^2 Office NLA

158 car parking spaces are provided, which are located on the basement, ground floor and levels 1-2. 46 motorcycle parking spaces are also provided.

A loading bay is provided in a dedicated area on the ground level. A commercial bin store is provided in proximity to the loading bay.

The development seeks to promote active transport modes. Extensive bicycle parking and end of trip facilities are provided including:

- 130 staff bicycle parking spaces on the ground level in a secured storage room;
- 4 visitor bicycle parking spaces on the ground floor near the main building entry;
- End of trip facilities include separate male and female change rooms, showers and lockers. A total of 10 shower cubicles is provided.

The proposed development plans are included in Appendix A.

5 Vehicle access

The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.

The proposed access arrangements are shown in Figure 23. One full movement crossover is retained on Sleat Road, with the second existing crossover proposed to be removed.

The existing vehicle connectivity to the adjacent property on the western boundary of the site will be retained, with the existing left-in/left-out access on Canning Highway. One internal ramp will connect to the basement car park, with the second internal ramp connecting to the upper parking levels. Three turning restriction signs are proposed internally, to clarify which traffic movements are not permitted.

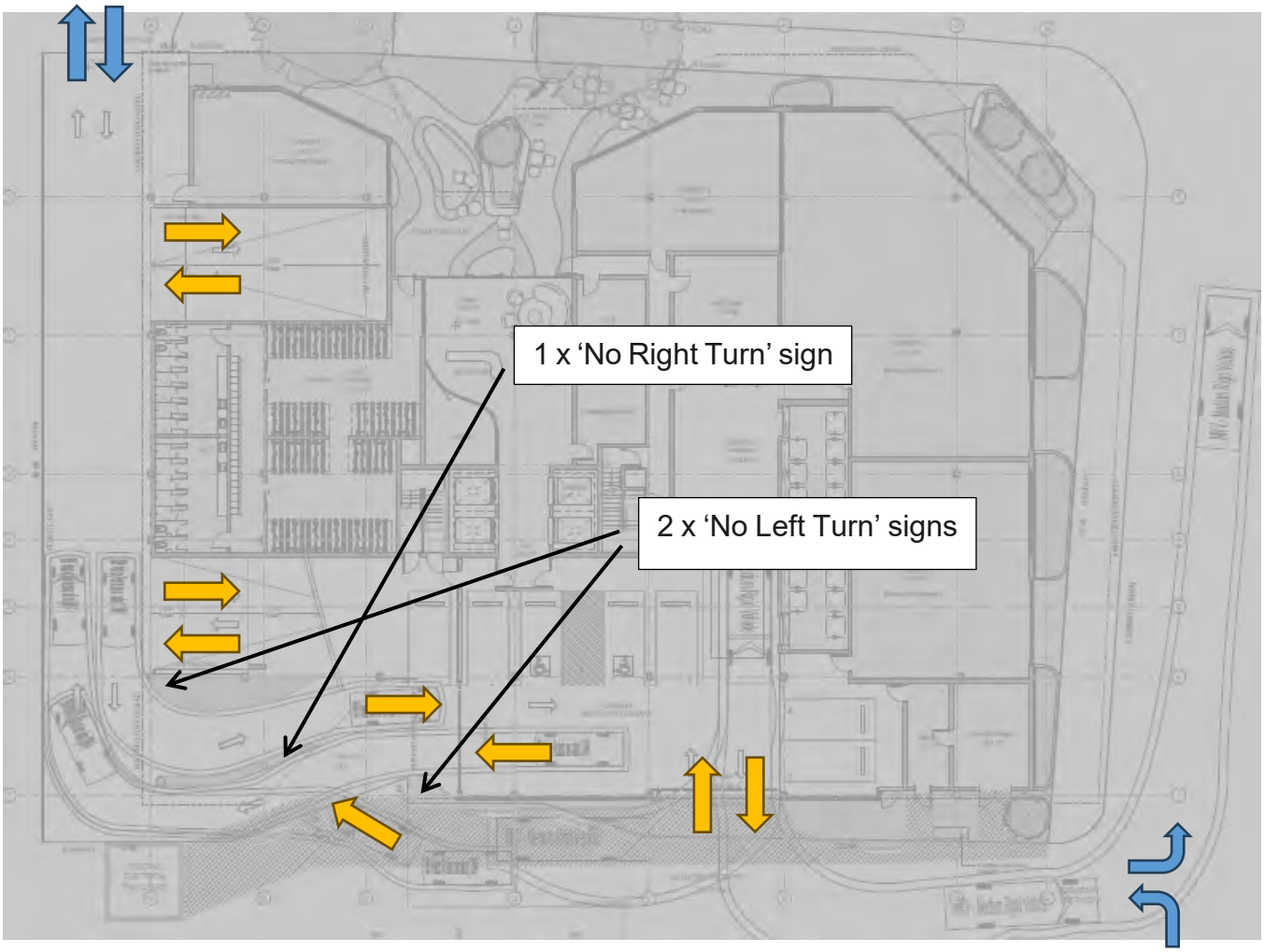


Figure 23: Proposed vehicle access

Swept path analysis was undertaken for a B99 Vehicle, with a realistic turning radius of ~6.3m. The *B99 Vehicle (Realistic min radius) (2004)* is a preconfigured swept path template used in AutoCAD and matches vehicle specifications in AS2890.1 (Figure 24).

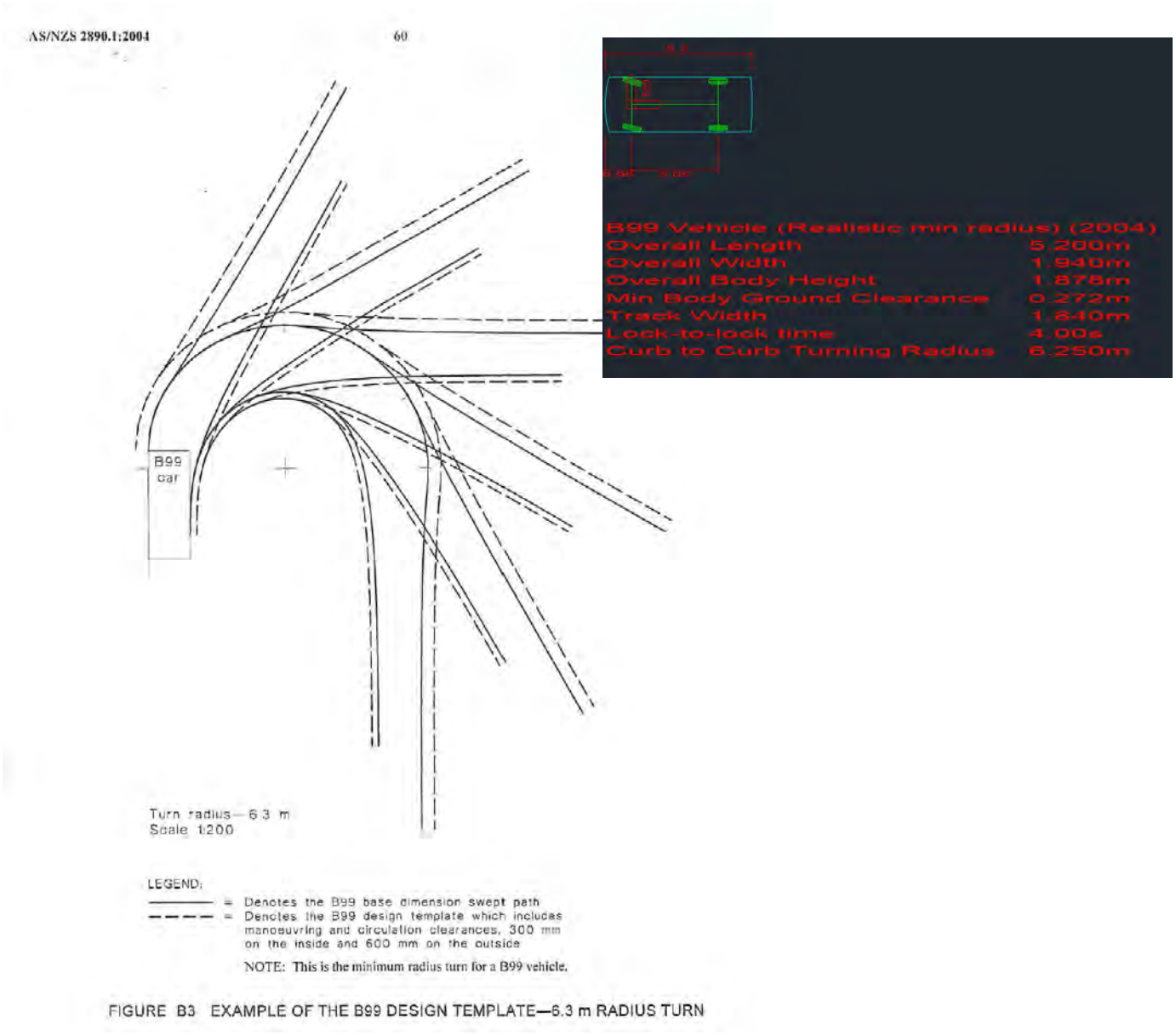


Figure 24: B99 vehicle specifications adopted for swept path analysis

6 Changes to surrounding transport networks

6.1 Canning Bridge Activity Centre Plan (CBACP)

Reference was made to the *Canning Bridge Activity Centre Plan* (2020) and *Canning Bridge Structure Plan – Integrated Transport Strategy* (2014) for future transport planning information.

Canning Highway

Canning Highway becomes a linear focus for regional public transport with the introduction of dedicated lanes for priority public transport (rapid transit) along with enhanced pedestrian and cycle connections. Figure 25 illustrates a typical mid-block cross section of Canning Highway in the Western Quarters.



Figure 25: Indicative cross section – Canning Highway

Source: *Canning Bridge Structure Plan – Integrated Transport Strategy* (GHD, 2014)

Canning River Bridge

A new traffic bridge will eventually carry regional traffic, whilst one of the old heritage bridges will be retained as a place exclusively for public transport, cycling, and people. The large space for non-motorised transport will create opportunities for markets, stalls, and shelter from weather to better link Q1 and Q2 to the station. Figure 26 shows an indicative cross section.



Figure 26: Indicative cross section – Canning River Bridge

Source: *Canning Bridge Structure Plan – Integrated Transport Strategy* (GHD, 2014)

Local Access ways

Shared spaces allow for public transportation and local vehicle access while also encouraging the safety and comfort for walking and cycling. Internally detailed road design will encourage the use of public transportation, cycling and walking over private vehicle movements.

Local access ways in retail areas and residential streets will be designed differently, with activity and vibrancy on the street encouraged to support urban design strategies. The cross sections are depicted in Figure 27.

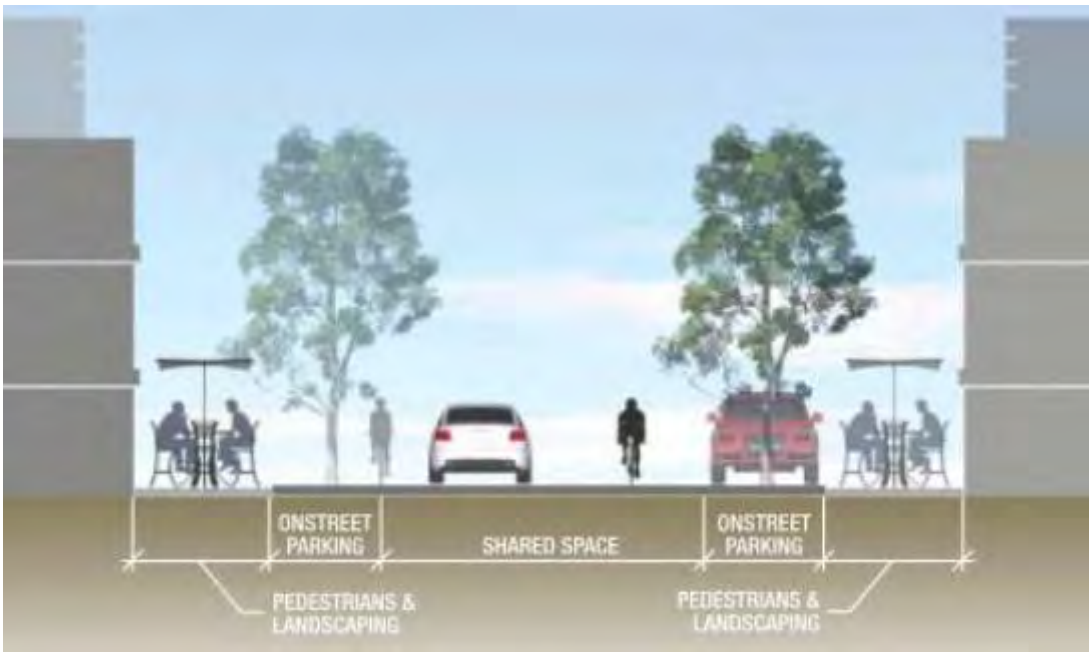


Figure 27: Indicative cross section – Local Access Ways

Source: *Canning Bridge Structure Plan – Integrated Transport Strategy* (GHD, 2014)

As detailed in Figure 28, Sleat Road is categorised as a Local Accessway in the Canning Bridge Activity Centre planning.

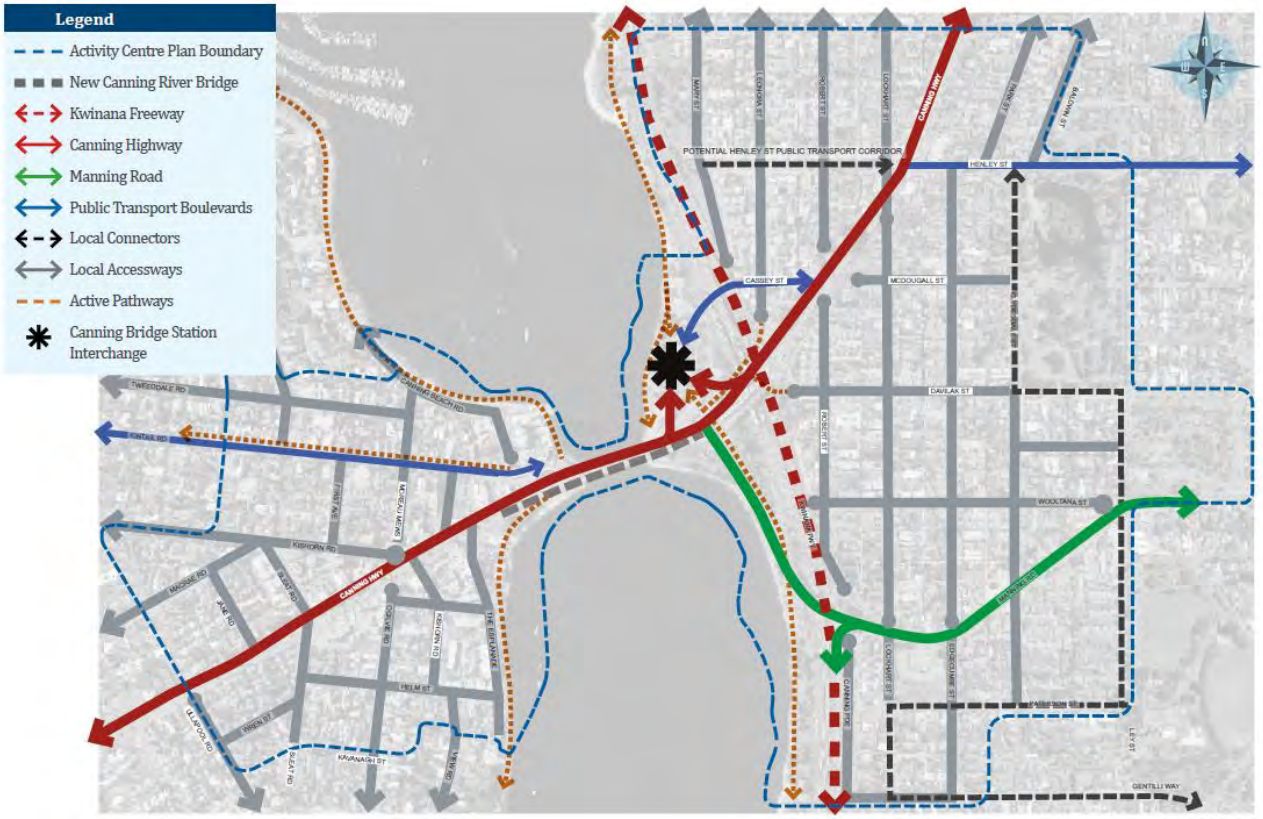


Figure 28: Canning Bridge Activity Centre Plan Area movement network

6.2 METRONET Canning Bridge Bus Interchange

A contract has been awarded to GHD Pty Ltd to develop a reference design for the project. It will combine and update the existing concept designs, with an aim to minimise the impact to the environmentally sensitive areas within the project area. Traditional Owners and Department of Biodiversity, Conservation and Attractions (DBCA) will be integral in informing the reference design.

Construction funding confirmed the project has received $200 million in funding from the Commonwealth and State Governments.

- $150 million for new bus interchange.
- $30 million for southern Principal Shared Path (PSP) bridge.
- $20 million for northbound on-ramp ramp metering.

The Canning Bridge Bus Interchange requires an upgrade and expansion to meet requirements for both existing and future passenger demand. Key features of the upgrade are:

- Larger bus interchange facility (12 active stands, 8 layover stands) and new entries to Canning Bridge Station.
- Grade-separated pedestrian access.
- Provision of station facilities (toilets, customer assistance, etc.).
- Direct connections for bus/train transferring passengers.
- New southern Principal Shared Path (PSP) connection between Davilak Street, Canning Bridge Station and eastern PSP.
- Smart Freeways ramp metering to Canning Highway and Manning Road northbound on-ramps.
- Additional design work for Canning Highway north bound on-ramp.

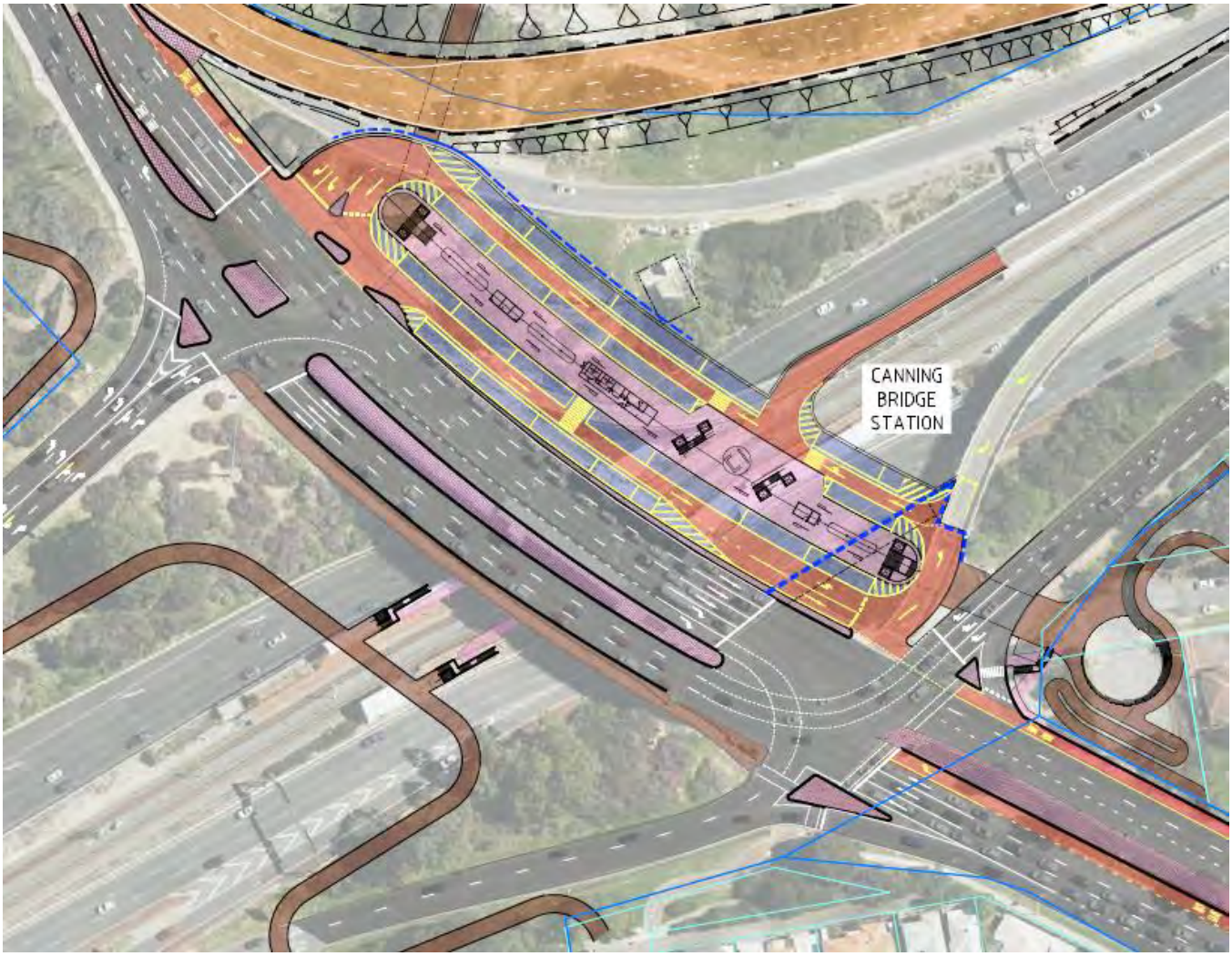


Figure 29: Canning Bridge Station concept

6.3 Canning Bridge Duck and Dive Proposal Main Roads WA

Main Roads WA (MRWA) has proposed several major duck and dive road constructions across Perth, including one along a four kilometre stretch of Canning Highway, between Riseley Street and Canning Bridge including the Canning Bridge Activity Centre and surrounds.

The proposed duck and dive will take four lanes of regional through-traffic below-ground into two trenches via key intersections at Riseley Street in Applecross/Ardross, Reynolds Road and Sleat Road in Applecross/Mount Pleasant. The result will be eight lanes of traffic, four below ground in the trenched sections and four joining at grade (ground) level, as depicted in Figure 30.

The City of Melville commissioned two studies to consider both socio-economic, and movement and place impacts. The reports indicated that the duck and dive construction will have significant impacts for local communities and businesses by restricting movement, reducing connectivity, damaging livelihoods and environment, reducing investment and increasing pollution. The impacts will be severe during both the construction, and operation phases of the duck and dive.

The City is unlikely to support the duck and dive proposal, and is seeking to ensure the planning, activation, accessibility, amenity and cross-connectivity of these areas is protected.

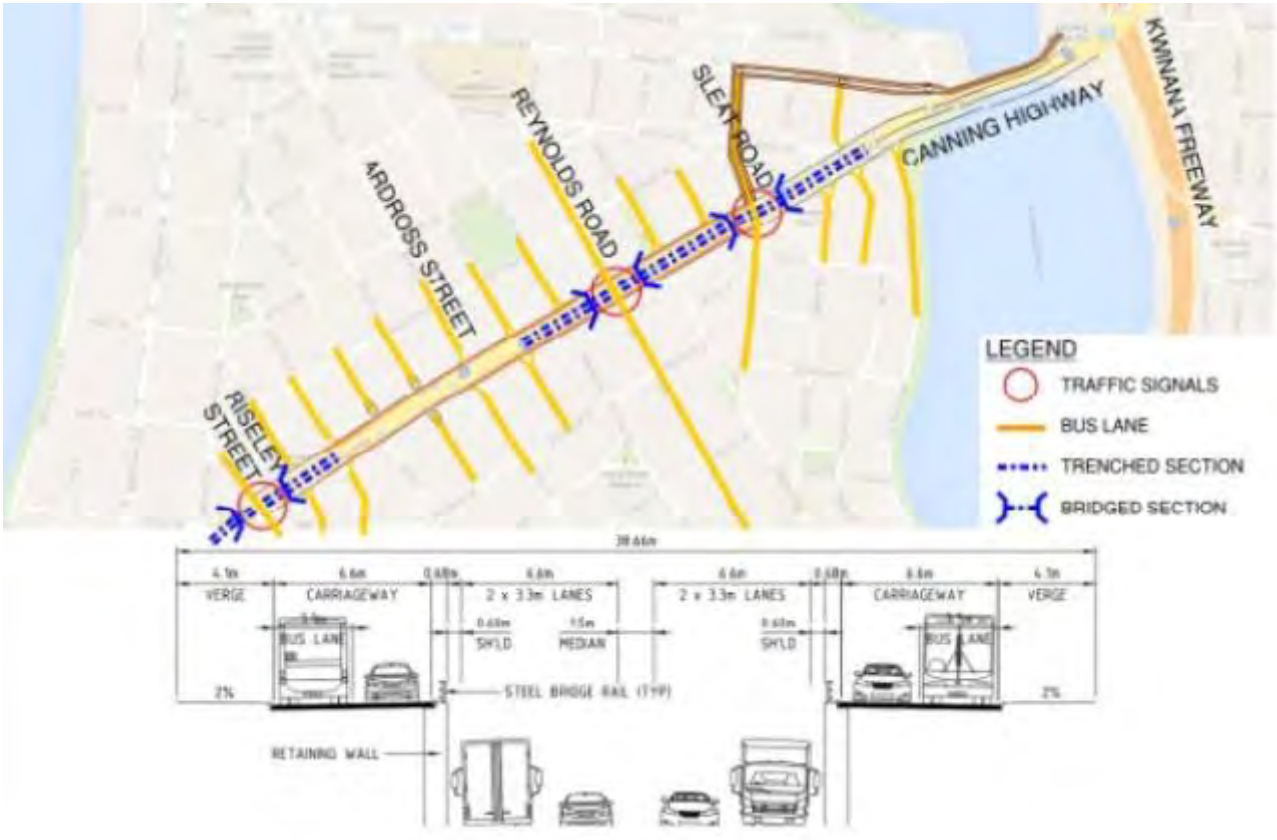


Figure 30: Canning Highway duck and dive concept

6.4 Mid-tier public transport consortium

The City of Melville is part of a 15 Local Government Consortium in support of a Mid-Tier Transit Strategy in Perth. Local councils are working with the state transport portfolio to develop a 'high level' Network Plan. The consortium is seeking state government support to prioritise the planning for Mid-Tier Transit for Perth so that it can be implemented post Metronet completion. Canning Highway is one of the 15 corridors which have been short listed for Mid-Tier transit.



Figure 31: Shortlisted mid-tier public transport routes

7 Integration with surrounding area

7.1 Overview

The proposal has been planned to integrate with the local movement network and streetscape. Land use and access arrangements align with the Canning Bridge Activity Centre vision and the City's LPS 6 aims to reduce car dependence. A reduced car parking supply with extensive end of trip facilities and 46 motorcycle bays supports a mode shift to public transport, walking and cycling rather than adding traffic on Canning Highway.

The proposed consolidation and reduction of vehicle crossovers on Sleat Road will help activate the site street frontage and improve local walking and cycling amenity. The proposed land use is consistent with planning for the Canning Bridge Activity Centre.

The site is within a short walk of Canning Highway bus stops, with safe, signalised crossing at Sleat Road. Secure bicycle parking and high-quality end-of-trip facilities encourage cycling for staff and visitors, and the layout ties into existing local routes and the wider PSP network. These features collectively reduce day-to-day parking demand and local traffic pressure.

No new access is proposed to Canning Highway. By rationalising Sleat Road access and supporting non-car modes, the development improves local walking and cycling amenity, maintains efficient operation of nearby intersections, and integrates appropriately with the surrounding urban context.

7.2 Surrounding major attractors and generators

The site is strategically located within the Canning Bridge Activity Centre Plan (CBACP) area, which accommodates a mix of land uses including commercial offices, retail, dining, and residential apartments.

Major attractors within the 1.2 km radius include:

- Canning Bridge Station Precinct – a regional public transport interchange serving the Mandurah rail line and high-frequency bus services on Canning Highway.
- Applecross Village and Riseley Street Centre, to the south, providing complementary retail and hospitality uses that generate short local trips.
- The Swan River and Canning River foreshore recreation areas, which generate local pedestrian and cycling activity.
- A number of professional offices and consulting suites along Canning Highway, generating daytime employee travel but limited evening demand.

The surrounding attractors are typical of an inner-metropolitan mixed-use centre and are well served by existing public transport and pedestrian connections. No major regional trip-generating uses (such as hospitals or universities) are located within the immediate 1 km catchment.

7.3 Proposed changes to land uses within 1200 metres

Within the 1.2 km catchment, the CBACP identifies progressive transition of existing single-storey commercial and residential sites to medium- and high-density mixed use.

Most planning approvals issued since 2022 comprise redevelopment of under-utilised commercial sites on Sleat Road and Kintail Road, adding office and residential uses consistent with the structure plan.

No major industrial or large retail proposals are planned. Land-use change will therefore increase local walk trips and cycling demand rather than generate heavy vehicle activity.

7.4 Travel desire lines from the development to major attractors and generators

The travel desire lines from the subject site are concentrated along Canning Highway and Sleat Road:

- **East–west corridor (Canning Highway)** – primary bus and car route to Perth CBD (7 km north-east) and Fremantle (10 km south-west).
- **North–south connections (Sleat Road / Kintail Road)** – provide direct pedestrian and cycling access to nearby office and residential precincts.
- **Local walk/cycle desire lines** – extend south toward the Riseley Street Centre and north toward the riverfront PSP via Kintail Road.

The development transport provisions—including extensive end-of-trip facilities and limited on-site parking—have been designed to align with these desire lines, ensuring efficient distribution of travel demand across active and public transport networks.

8 Traffic assessment

8.1 Assessment period

Two time periods are considered in the traffic assessment:

- Weekday AM peak hour: 8am to 9am.
- Weekday PM peak hour: 4pm to 5pm.

The analysis was undertaken for the following scenarios:

- Existing.
- 2027 (without development traffic).
- 2027 (with development traffic included).
- 2037 (without development traffic).
- 2037 (with development traffic included).

8.2 Existing traffic flows

Traffic count data for the signalised intersection of Canning Highway / Sleat Road was obtained from Main Roads WA. This data was supplemented with TomTom travel analytics. The base peak hour traffic flows derived for analysis are detailed in Appendix C.

8.3 Traffic generation

Estimating traffic generation based on application of floor area trip rates assumes that there is no upper boundary constraint on site parking. The proposed development seeks to encourage transport mode shift from private car trips to public transport, walking and cycling. This mode shift is partly being encouraged through the reduced provision of vehicle parking on site.

It is therefore considered that estimating traffic generation from parking supply will produce a more accurate forecast of development traffic.

The following first-principles assumptions were made to estimate the site traffic generation:

- 80% turnover of the car park during peak hours.
- 80% entry and 20% exit during the AM peak hour.
- 20% entry and 80% exit during the PM peak hour.

The estimated AM and PM peak hour traffic generation of the development is detailed in Table 3.

Table 3: Proposed development traffic generation

Land use	Quantity	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
				IN	OUT	IN	OUT
Onsite vehicle spaces	205	166	166	133	33	33	133

8.4 Trip distribution and assignment

The distribution of development traffic was informed by consideration of likely key travel desire lines and the existing distribution of traffic at the intersection of Canning Hwy / Sleat Road.

The assumed trip distribution and assignment of trips is detailed in the traffic volume diagrams in Appendix C.

8.5 10-year post development forecasting

Forecasting background traffic volumes for the 10 year post development scenario is a complex exercise. Transport demand forecasting is shifting from fixed forecasts to 'scenario modelling.' Scenario modelling recognises that there are multiple known and unknown disrupters to transport behaviour in the coming years, for example:

- Increased work from home activity;
- Increased popularity of micromobility devices such as e-scooters;
- Increased provision of public transport such as light rail and trackless trams;
- Electric Vehicles;
- Autonomous Vehicles; and,
- Government Net Zero emission targets.

For simplicity, this transport assessment assumes that road traffic will increase at the rate estimated in the Canning Bridge Structure Plan. As shown in Figure 32, traffic in the locality is forecast to increase from 19,887 vehicles to 54,974 vehicles from 2011 to 2051. This produces a growth rate of 4.4% per annum.

This growth factor was applied to the existing surveyed peak hour traffic volumes to derive the base traffic flows for the 2037 scenario. Development traffic was then added to obtain the total 2037 post development traffic flows.

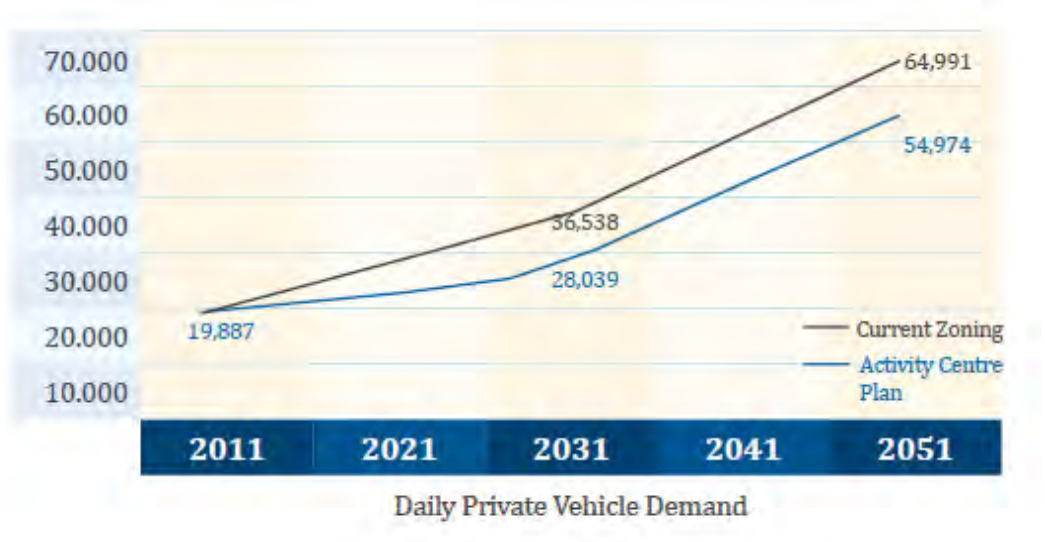


Figure 32: Private vehicle trip forecasting for the Canning Bridge Structure Plan

Source: *Canning Bridge Structure Plan – Integrated Transport Strategy* (GHD, 2014)

8.6 Analysis of intersections and development access

The SIDRA analysis presented in this TIA has been revised to address feedback from Main Roads WA.

MRWA reviewed SIDRA files provided with the Development Application and requested two amendments to be made, as detailed in the below extract:

> **Amended Transport Impact Assessment and SIDRA Intersection files (.sip)**
>
> An amended Transport Impact Assessment and SIDRA analysis is required to address the following:
>
> - Intergreen times must be updated to align with the published signal timing.
> - Vehicle length and queue space in the 'Vehicle Movement Data' tab must be revised in accordance with Section 4.2.10.2 and Table 4-2 of the Operational Modelling Guidelines.

In response to the above feedback, Urbii revised the intergreen phase time by increasing the all red time from 2 seconds to 3 seconds (per phase).

As detailed in Section 3.5 of the TIA, detailed heavy-vehicle modelling was not undertaken as the subject site does not fall within a freight or RAV network and accommodates only general-access vehicles operating under "as-of-right" conditions. Classified turning-movement counts indicate a total heavy-vehicle proportion of approximately 3–4 percent during peak periods, which represents a minor component of overall traffic flow.

In accordance with Section 4.2.2.1 of the *Operational Modelling Guidelines (v2.0)*, separate heavy-vehicle movement classes in SIDRA are only recommended "where there are significant numbers of Austroads vehicle classes 3 to 12." Given the low proportion and general-access nature of heavy vehicles using Canning Highway at this location, the use of a single composite heavy-vehicle class with an appropriate Passenger Car Equivalent (PCE) factor provides a suitable and proportionate representation of conditions. This approach aligns with Main Roads WA's intent that modelling complexity reflect the scale and operational characteristics of the site and ensures the analysis remains robust, transparent, and fit-for-purpose.

A network model was developed with multiple connected intersections. The same network was assumed for existing and post development analysis. The network sites are listed in Table 4. An image of the model network is shown in Figure 33.

Table 4: SIDRA network sites

SITES IN NETWORK		
Site ID	**CCG ID**	**Site Name**
101	NA	Canning Hwy / Sleat Rd
201	NA	Access crossover / Canning Hwy
202	NA	Access crossover / Sleat Rd

Signal phasing was based on SCATS data. The same network model was used for all scenarios with only traffic volumes being changed, for fair and consistent comparison of outputs. A summary of the analysis results is presented in Table 5.

Intersection performance along Canning Highway is forecast to progressively deteriorate over time due to general background traffic growth. At the Canning Highway / Sleat Road traffic signals, the existing intersection operates with average delays of 44 seconds (AM) and 33 seconds (PM), corresponding to Level of Service (LoS) D–C. Under 2027 base conditions (without development), performance reduces to LoS E in the AM peak and LoS D in the PM peak, reflecting increased regional through and turning movements along Canning Highway. By 2037, background traffic growth alone is expected to increase intersection demand beyond practical capacity (v/c > 1.0), with both AM and PM peaks operating at LoS F.

The traffic generated by the proposed development represents a very small proportion of total intersection traffic—less than 2% of total movements by 2037—and results in only marginal increases in volume-to-capacity ratios and delay. In the AM peak, the degree of saturation increases by approximately 0.05 to 0.1 points relative to the base case, and queue lengths rise modestly (in the order of 80–100 metres) at the signalised intersection. In the PM peak, similar incremental changes are observed, with post-development queues increasing by less than 40 metres. These variations are minor and reflect the dominance of background growth rather than any material effect from site-generated traffic.

At the site access intersections, operational performance remains acceptable under all scenarios.

In summary, while overall performance at the Canning Highway / Sleat Road intersection is constrained in the longer term due to background demand growth, the development contribution to total traffic is minimal and does not materially affect intersection operation or network performance.

The proposed development traffic impact is therefore considered insignificant in the context of overall network growth and consistent with acceptable performance expectations for an urban arterial corridor.

Overall, the SIDRA results indicate that the proposed development will have a minimal impact on the road network.

Detailed SIDRA outputs for each intersection are provided in Appendix D.

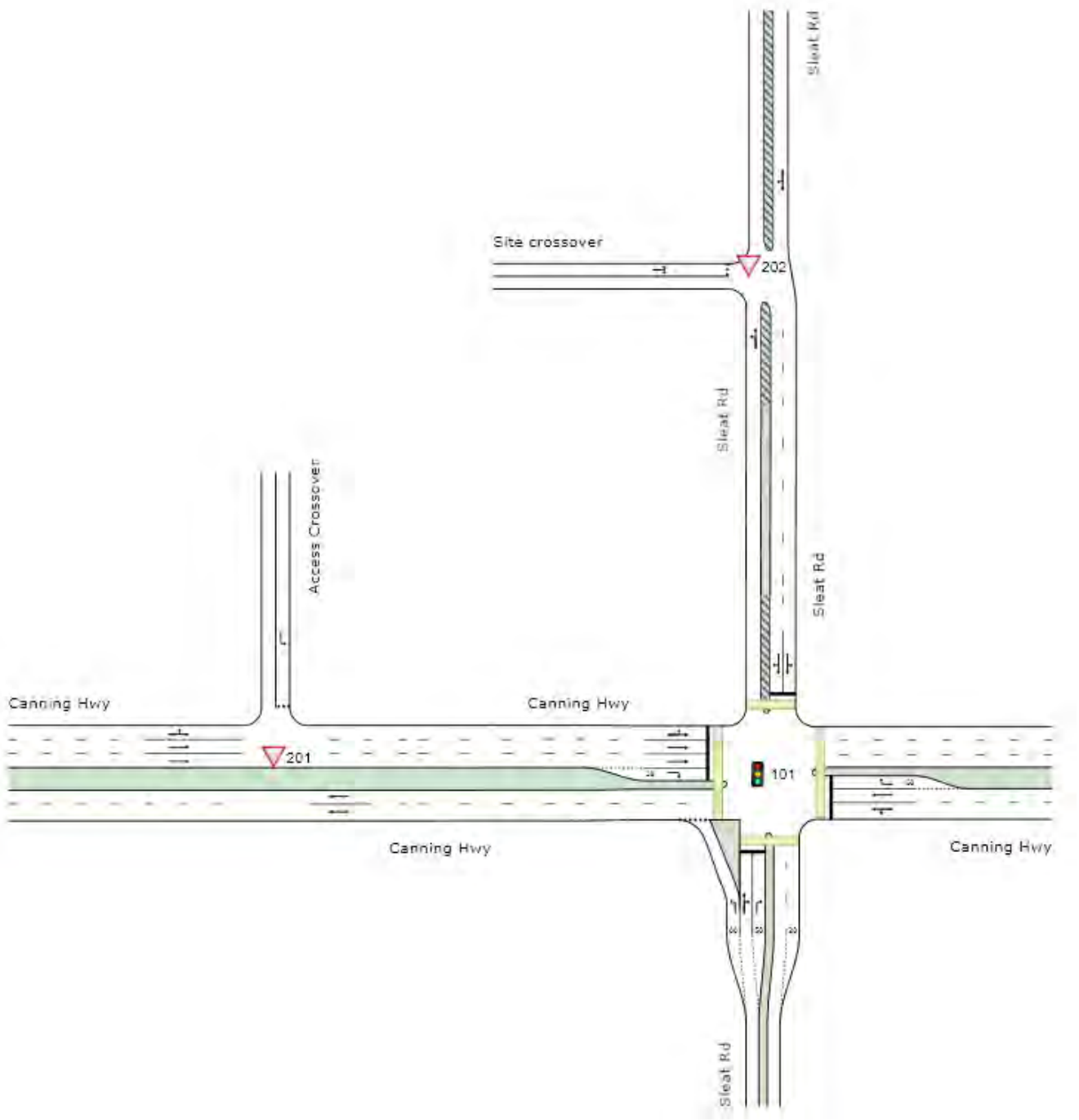


Figure 33: SIDRA network model

Table 5: Summary of SIDRA analysis results

Site 101 - Canning Hwy / Sleat Rd - Traffic Signals				
Scenario	**v/c**	**Ave Delay (sec)**	**LoS**	**95% Queue (m)**
Existing AM	0.809	44	D	357.4
2027 Base AM	0.99	69.8	E	662.9
2027 Post Development AM	1.045	93.1	F	756.2
2037 Base AM	1.524	432.5	F	2114
2037 Post Development AM	1.578	474.9	F	2216
Existing PM	0.784	33	C	331.4
2027 Base PM	0.934	44.2	D	541.5
2027 Post Development PM	0.983	49.8	D	574
2037 Base PM	1.438	271.3	F	2073.9
2037 Post Development PM	1.459	295.6	F	2116

Site 201 - Canning Hwy / Site Crossover (left-out)				
Scenario	**v/c**	**Ave Delay (sec)**	**LoS**	**95% Queue (m)**
Existing AM	0.049	4.5	A	4
2027 Base AM	0.062	6.4	A	5.2
2027 Post Development AM	0.096	6.2	A	9.7
2037 Base AM	0.202	25.9	D	14.8
2037 Post Development AM	0.301	25.1	D	25.2
Existing PM	0.051	3.4	A	3
2027 Base PM	0.061	4.7	A	3.8
2027 Post Development PM	0.185	5.1	A	11.7
2037 Base PM	0.139	13.3	B	9.7
2037 Post Development PM	0.42	16	C	30.8

Site 202 - Sleat Rd / Site Crossover				
Scenario	**v/c**	**Ave Delay (sec)**	**LoS**	**95% Queue (m)**
Existing AM	0.087	0.4	N/A	0.8
2027 Base AM	0.115	0.3	-	0.9
2027 Post Development AM	0.156	1.3	-	3.5
2037 Base AM	0.152	0.2	-	46.2
2037 Post Development AM	0.177	1	-	75.6
Existing PM	0.133	0.3	N/A	0.9
2027 Base PM	0.205	0.3	-	1
2027 Post Development PM	0.184	0.8	-	28.3
2037 Base PM	0.2	0.2	-	210
2037 Post Development PM	0.217	0.7	-	290.7

8.7 Impact on neighbouring areas

The traffic generated by the proposed development is not expected to significantly affect surrounding areas and the proposed land uses are in line with planning for the local area. The proposed office space and retail tenancies will provide local employment and shopping opportunities for residents within the CBACP area. This should help increase the self-sufficiency of the precinct.

8.8 Traffic noise and vibration

It requires a doubling of traffic volumes on a road to produce a perceptible 3dB (A) increase in road noise. The proposed development will not increase traffic volumes or noise on surrounding roads anywhere near this level to result in any perceptible increase in noise.

9 Parking

9.1 Parking supply

A total of 158 car parking spaces is provided, including 2 x ACROD and 9 x EV parking spaces. 46 motorcycle parking spaces are also provided. Based on advice provided by the City of Melville, there is a significant 'on-paper' (theoretical) car parking shortfall of 109 bays.

9.2 Estimated building occupancy

The potential number of people employed at the development was estimated to inform mode share target calculations. Reference was made to the *Employment Densities Guide, 2nd Edition*, Drivers Jonas Deloitte, 2010. An average rate was derived from the below subcategories of employee densities. The average rate is 17.4 (rounded up to 18) employees per 18m^2.

Office					
B1(a)	General Office	**Average =**	12	NIA	Includes HQ, Admin and 'Client Facing' office types
B1(a)	Call Centres		8	NIA	
B1(a)	IT/ Data Centres	**1 employee / 18m^2**	47	NIA	
B1(a)	Business Park		10	NIA	A blended rate of the above B1(a) uses where they are found in out of town business park locations
B1(a)	Serviced Office		10	NIA	Densities within separately let units are c.7 m^2 per workstation but 30% of a facility's total NIA for shared services reduces the overall density

As detailed in Table 6, **747 staff** are estimated to work in the proposed building for the purpose of mode share analysis.

Table 6: Estimated building occupancy

Floor area (m2)	Employee density	FTE Staff
13440	1 per 18m2	**747**

9.3 Mode share targets

The CBACP mode share targets presented in Table 7 were adopted as the baseline for the development analysis. However, the CBACP targets represent total staff travel behaviour assuming all staff attend work on a given day.

To reflect a more realistic condition—where a proportion of staff are absent (for example, due to leave, illness, or working remotely)—the CBACP values were proportionally scaled to allow for **10 % of staff not attending work** on the day of survey or assessment. This adjustment ensures that all mode shares sum to 90 % attendance, with the remaining 10 % assigned to the "Did not go to work" category.

The adjustment was applied using the following proportional relationship:

$$\text{Adjusted mode share} = \text{Original CBACP mode share} \times \frac{0.9}{1.0}$$

For example, if the CBACP target for car driver was 25 %, the adjusted mode share is:

$$25\% \times 0.9 = 22.5\%$$

All other mode shares were scaled by the same factor so that the total working-day mode shares (train, bus, car, bicycle, walk, etc.) collectively equal 90 %, with the remaining 10 % allocated to "Did not go to work." These adjusted values are shown as "CBACP (adjusted)" in Table 8 and form the reference scenario for comparison with the development target mode shares.

In addition to the attendance adjustment, the broader CBACP mode categories were disaggregated to better reflect local travel conditions and the more detailed data required for development-level assessment. Specifically:

- The **"Car" mode** was split into **car driver** and **car passenger** components;
- The **"Public Transport" mode** was divided into **bus** and **train** components; and
- The **"Active Transport" mode** was separated into **walking** and **cycling** components.

For each of these, the combined total of the disaggregated modes was retained at the original CBACP category total, ensuring the proportions remain consistent with the published CBACP targets. The purpose of this refinement is to provide greater transparency and alignment with observed travel behaviours within the precinct, while maintaining complete consistency with the overall CBACP mode share framework.

Table 7: CBACP mode share targets

Mode	Current zoning (BAU)	CBACP to 2031	CBACP to 2050
Car Driver/Car Passenger	63.7%	50%	35%
Train, light rail, BRT, Bus, Ferry	15.1%	20%	25%
Walking, cycling	3%	7%	12%
Telework (work from home)/ shop (internet retail) etc	16.3%	20%	25%
Taxi/motorbike	1.8%	3%	3%

The resulting reference and development target mode shares are detailed in Table 8. Public transport mode share targets for the development match the reference mode shares for CBACP. The target mode shares for car driver and passenger are slightly lower for the development. A higher mode share target applies for cycling, which is supported by extensive bicycle parking and end of trip facilities.

Table 8: Reference and target mode shares – maximum parking utilisation scenario

Mode of Travel	CBACP (adjusted)	Development Target	Occupants	Mode Shift
Train	9.00%	8.97%	67	-0.03%
Bus	13.50%	13.65%	102	0.15%
Car Driver	22.50%	21.15%	158	-1.35%
Car Passenger	9.00%	4.69%	35	-4.31%
Motorbike	2.70%	6.16%	46	3.46%
Bicycle	6.30%	17.40%	130	11.10%
Walk	4.50%	4.42%	33	-0.08%
Worked at home	22.50%	18.47%	138	-4.03%
Did not go to work	10.00%	5.09%	38	-4.91%
Total	**100.00%**	**100.00%**	**747**	

9.4 Justification for parking shortfall

The development provides a total of 158 car bays (including 2 ACROD and 9 EV bays) and 46 motorcycle bays, compared with an indicative planning requirement of 267 car bays, resulting in an apparent shortfall of 109 bays. This shortfall is intentional and forms part of a broader travel demand management strategy that prioritises sustainable transport consistent with the Canning Bridge Activity Centre Plan (CBACP) and its vision for a transit-oriented activity centre with reduced car dependency.

The employment density adopted for this assessment is 1 employee per 18 m² of Net Lettable Area (NLA), provides representative benchmarks for mixed-use commercial development in activity centres. This density was used to estimate staff numbers for mode share analysis (refer Section 9.3), and to determine the appropriate balance of car, bicycle, and motorcycle parking.

The following justification supports the proposed car parking provision:

A. Policy alignment – Canning Bridge Activity Centre

The CBACP identifies Canning Highway as a priority public transport corridor with a planning intent to reduce reliance on private car use. The framework encourages compact, walkable development supported by frequent bus services, cycling infrastructure, and limited car parking. Providing constrained onsite car parking at this location directly supports the CBACP sustainable transport vision and avoids overprovision that would induce additional traffic on Canning Highway and Sleat Road.

B. Excellent public transport accessibility

The site is located within 200 metres of Canning Highway bus stops and is served by multiple high-frequency routes, including Route 910 to Perth and Fremantle. These services provide direct and frequent access for staff and visitors. The strong public transport accessibility provides a realistic and convenient alternative to car-based commuting, directly supporting the lower car mode shares assumed in the CBACP and the mode share analysis presented in Section 9.3.

C. Strong active-transport provisions

The proposed end-of-trip (EoT) facilities exceed Green Star best-practice guidelines. Whereas the Green Star requirement is 7 showers and 94 lockers, the development provides 10 showers, 94 lockers, and 130 secure staff bicycle spaces plus 4 visitor hoops. These facilities will comfortably accommodate the projected 17% cycling mode share adopted for the development and are critical in supporting the CBACP's higher active-transport targets. The provision of high-quality EoT facilities, supported by the local cycling network and PSP connections, will ensure these mode shares are achievable in practice.

D. Supply-constrained trip generation and reduced network impact

Vehicle trip generation for the development is deliberately constrained by limiting the number of car bays provided onsite. This approach aligns with real-world observations at capped-parking sites, where reduced parking availability leads to mode shift and lower trip generation. As demonstrated in Section 8.6, development-generated traffic contributes less than 2% of total intersection traffic by 2037. If additional parking were provided, the site would generate proportionally higher trip volumes, exacerbating congestion and queuing at nearby intersections.

Constraining parking supply therefore helps to minimise network impacts and reinforce sustainable travel behaviour.

E. Walkable catchment and safe crossings

Continuous footpaths exist on both Canning Highway and Sleat Road, with safe, signal-controlled pedestrian crossings at key intersections. The site is within a 5–10 minute walking catchment of residential areas, bus stops, and local amenities, supporting meaningful walk mode shares. The proposed urban design enhances the pedestrian interface and encourages walking as a practical and safe alternative to car use.

F. Motorcycle parking provision

The development includes 46 dedicated motorcycle bays, supporting diversification of travel options and providing a practical alternative to private car use. The 6.16% motorcycle mode share target adopted for the analysis is aspirational and based on a conservative assumption that all motorcycle bays are fully occupied during peak periods. This approach was intentionally applied to model the maximum potential traffic generation from the site and ensure that any impacts at the signalised intersection were robustly assessed. In practice, the actual motorcycle mode share is expected to be lower. However, assuming full utilisation provides a conservative basis for traffic impact assessment while demonstrating that the network can accommodate the development under the highest reasonable demand scenario.

G. Micromobility facilities

The development also facilitates micromobility use (including bicycles, e-bikes, and e-scooters) through abundant secure parking, end-of-trip facilities, and convenient access to local PSP and on-street cycling infrastructure. These facilities directly support the active and micromobility mode shares adopted in the CBACP framework and in the adjusted mode share targets for the site. By providing for short- and medium-distance non-car trips, the design encourages behaviour consistent with the CBACP's broader integrated transport objectives.

H. Safety and efficiency benefits

Crash data indicates that the Canning Highway / Sleat Road intersection ranks 183rd state-wide for total crashes, with approximately 70% rear-end collisions, characteristic of congested signalised intersections. By constraining parking supply and discouraging additional car trips, the proposal helps reduce queue lengths and rear-end crash exposure while improving intersection efficiency.

I. Urban design and access efficiency

The proposal consolidates crossovers on Sleat Road, improving the street frontage for walking and cycling. This aligns with movement and place objectives. Providing more car parking will increase turning movements in and out of the Sleat Road crossover, which impacts street amenity for walking and cycling.

The proposed parking provision reflects a strategic, policy-aligned approach that supports the Canning Bridge Activity Centre's sustainable transport objectives. By adopting a realistic employment density (1 employee per 18 m²), exceeding active transport requirements, providing ample motorcycle and micromobility facilities, and maintaining strong public transport access, the proposal delivers a balanced and achievable transport outcome. The reduced parking supply is a deliberate and justified mechanism to encourage mode shift, minimise network impacts, and enhance the amenity and liveability of the precinct.

9.5 Assessment of car parking against LPS No. 6 Aims

The TIA sets a transport strategy that deliberately minimises on-site car parking and promotes public transport, walking and cycling, consistent with the Scheme Aims for sustainable transport. An assessment of the proposed development against the aims of LPS No. 6 is presented as follows:

A. Integrate land use and transport to achieve sustainable urban development

The site sits in the Canning Bridge Activity Centre, where Canning Highway is planned as a priority public transport corridor with enhanced pedestrian and cycle connections. The proposed lean parking provision is paired with mode-share targets that lift cycling/motorcycle shares and slightly reduce car driver/passenger shares, aligning transport supply with the activity centre land use intensity.

B. Encourage reduction in reliance on, and impact of, private motor vehicle usage

The TIA adopts a parking cap and parking based (supply constrained) trip generation and sets out measures to shift trips from private cars, including generous end-of-trip (EoT) facilities and bicycle parking. The target mode shares explicitly lower car driver/passenger proportions and increase bicycle and motorcycle shares.

C. Reduce demand for, and balance the provision of, parking in centres; encourage public transport use

Providing 158 bays (rather than meeting the minimum scheme requirement of 267 bays) is a Travel Demand Management (TDM) response in a centre served by multiple bus routes. The TIA notes bus services are within close walking distance and provide excellent rail connectivity, supporting a balanced provision where excess car parking is avoided and Public Transport becomes the convenient option for many trips.

D. Promote and enhance pedestrian and cycling transport modes

The locality has continuous footpaths on both Canning Highway and Sleat Road and signal controlled crossings at the corner, supporting safe pedestrian access. Onsite facilities exceed best practice guidelines. 130 staff bicycle spaces, 4 visitor spaces, and 10 showers are provided. Cycling catchment mapping shows a comfortable 8km / 20–25min cycling distance to major destinations, underpinning mode shift away from car use.

E. Promote sustainable transport options

The combined suite of measures including reduced car supply, high quality end of trip facilities, motorcycle parking, and excellent bus access, promotes sustainable transport options. This approach is appropriate for the site and that overall network impact is minimal, reinforcing the planning benefit of constraining car parking in this location.

The proposed parking supply implements the LPS 6 Scheme Aims. It integrates land use and transport in an activity-centre setting, reduces car reliance, balances parking with strong public transport, promotes walking and cycling, and provides a robust set of sustainable travel options. On this basis, the 109-bay shortfall is a positive, policy-aligned outcome that supports the Scheme's intent and the efficient operation of the local network.

9.6 Parking benchmarking - comparative review of policies

To support the justification for the proposed car parking provision, Urbii undertook a benchmarking exercise of parking requirements used in comparable activity centres and transit-oriented precincts across the Perth metropolitan area. The objective was to understand how other established planning frameworks regulate parking supply in locations with strong public transport accessibility, higher development intensities and an expectation of reduced reliance on private vehicles.

The benchmarking method was straightforward. A selection of well-recognised parking policies, activity centre plans and local planning schemes were reviewed, including:

- Murdoch Activity Centre Access and Parking Policy.
- Perth Parking Policy.
- WA PLANNING MANUAL *Non-Residential Car Parking Rates in Perth and Peel* (2024).
- Subiaco Activity Centre Plan 2017.
- City of Canning Local Planning Scheme No. 42.

Each policy provides a different approach to managing car parking — some apply maximum parking caps, others specify floorspace-based minimum rates, while several frameworks explicitly allow significant or complete reductions in minimum requirements where strong public transport and active-transport options are available.

The parking rates or caps from each policy were then applied to the development's characteristics (site area and commercial floorspace) to calculate the equivalent number of bays that would be permitted or required under those frameworks. The results are summarised in the benchmarking Table 9.

The outcomes of the benchmarking exercise show that the range of comparable parking requirements across Perth is very broad, reflecting the different objectives and urban contexts of the various policies. At the lower end of the range, several activity-centre frameworks that apply maximum parking caps—such as Murdoch Activity Centre and the Perth Parking Policy—permit between **approximately 20 and 65 bays** for a site of this size. This reflects their intent to strongly manage private vehicle use and encourage public transport uptake.

At the mid-range, policies that apply **standard activity-centre minimum rates**, such as the WA Planning Manual and Subiaco Activity Centre Plan, generate requirements of around **135 bays** for the same commercial floor area.

Local planning schemes in transit-oriented areas, such as the City of Canning's LPS No. 42, sit slightly lower, with minimum requirements of approximately **101 bays**.

Against this metropolitan context, the proposed development provision of **158 bays** sits **above all of the benchmarked policies.**

The benchmarking exercise therefore demonstrates that the proposed provision does not represent an under-supply when measured against other TOD and activity-centre policy settings in Perth. In fact, when viewed across the full range of policies examined, the proposal sits at the **upper end of parking supply** and would be considered generous in many equivalent metropolitan locations.

This provides confidence that the proposed parking provision is not only adequate for the development but is also consistent with the parking outcomes expected in contemporary, public-transport-oriented urban centres.

Table 9: Parking benchmarking with established frameworks

Policy	Parking cap / rate	Development parking requirement
Murdoch Activity Centre Access and Parking Policy (Western Australian Planning Commission (WAPC), 2011). Murdoch Mixed Use Precinct Parking Strategy (2015)	Parking cap of 170 car parks per hectare. Converted to **maximum** parking provision rates.	Parking cap = 2,616 m2 / 10,000 m2 x 170 = 45 car bays.
Perth Parking Policy 2014	Parking cap ranges between 80 to 250 bays per 10,000 m2 (maximum)	Parking cap = 2,616 m2 / 10,000 m2 x 80 = 21 car bays. Parking cap = 2,616 m2 / 10,000 m2 x 250 = 65 car bays. Maximum parking permitted under Perth Parking Policy ranges between 21 to 65 bays.
WA PLANNING MANUAL Non-Residential Car Parking Rates in Perth and Peel (DPLH/WAPC 2024)	For activity centres and precincts, specifies a minimum provision rate of 1 bay per 100 m2 floor area. However, the minimum parking rate may be reduced to **zero** under a local planning framework.	Parking requirement = 13,440 m2 / 100 x 1 = 135 bays Potential minimum parking requirement ranges between 0 bays to 135 bays (maximum)
Subiaco Activity Centre Plan 2017	For Town Centre Developments - 1 bay per 100 m2	Parking requirement = 13,440 m2 / 100 x 1 = 135 bays
City of Canning Local Planning Scheme No. 42	In the centre zone, office land uses: Min: 0.75 bays per 100 m2	Min = 13,440 m2 / 100 x 0.75 = 101 bays
Proposed development provision	13,440 m2 providing 158 car bays	Provision rate of 1.17 bays per 100 m2 of commercial floor area.

10 Provision for service vehicles

The proposed development provides one shared loading bay for deliveries, large service vehicles and onsite waste collection.

Swept path analysis was prepared for an 8.8m Medium Rigid Vehicle (MRV), as detailed in Figure 34. Swept path analysis confirms satisfactory service vehicle movements and is presented in Appendix E. Service vehicles are able to enter and exit the site in forward gear.

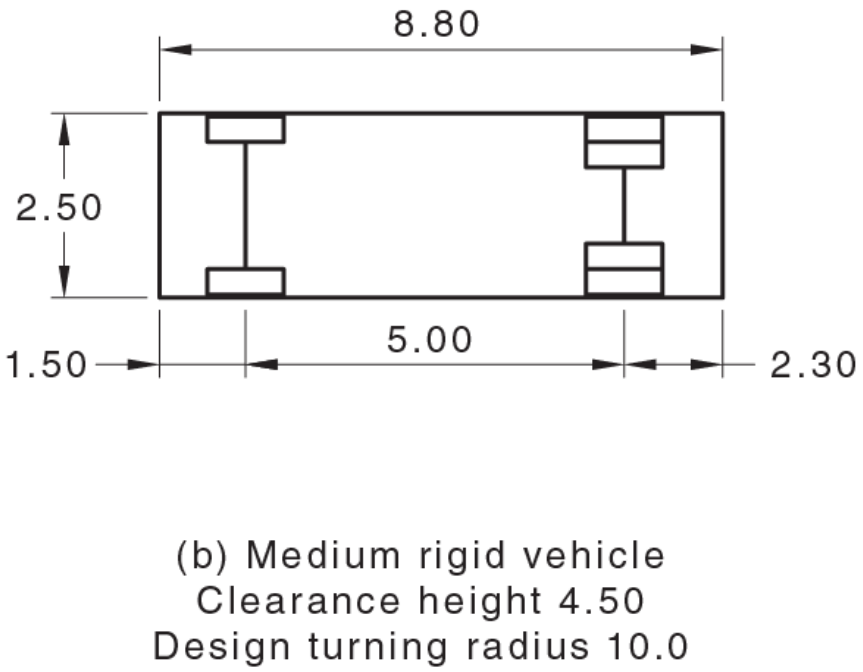


Figure 34: Adopted checking vehicle for swept path analysis

Source: AS2890.2 *Off-street commercial vehicle facilities*

11 Public transport assessment

The existing public transport services as documented in Section 3.6 of this report provide excellent accessibility for the subject site. Further improvements to public transport are planned to facilitate the gradual reduction in car driver mode share within the CBACP Area.

The METRONET Canning Bridge Bus Interchange project is progressing to reference design. Key features include a larger bus interchange (12 active stands + 8 layover stands), new station entries, grade-separated pedestrian access, direct bus-rail transfer, a new southern PSP connection (Davilak St – Canning Bridge Station – eastern PSP), and Smart Freeways ramp metering on northbound on-ramps.

This package will improve reliability and interchange quality at the precinct, reinforcing the role of Canning Highway as a priority public transport corridor envisaged by the CBACP/CBSP.

In parallel, the Mid-Tier Public Transport Consortium has short-listed Canning Highway as a future mid-tier transit corridor, signaling ongoing policy support for higher capacity services along this route.

On this basis, public transport provides a realistic and attractive option for a significant share of staff and visitor trips, supporting the development mode share targets and the broader activity centre policy to reduce car dependence.

12 Walking assessment

An extensive footpath network is provided in the locality. The signalised intersection of Canning Highway and Sleat Road provides signalised crossing opportunities for walking.

A geospatial analysis was undertaken to estimate the walking catchment within 5 and 10 minutes of the subject site (Figure 35). There is a substantial residential catchment where people living can walk to the development for access to services or employment. The development helps to achieve the CBACP targets for self-sufficiency.

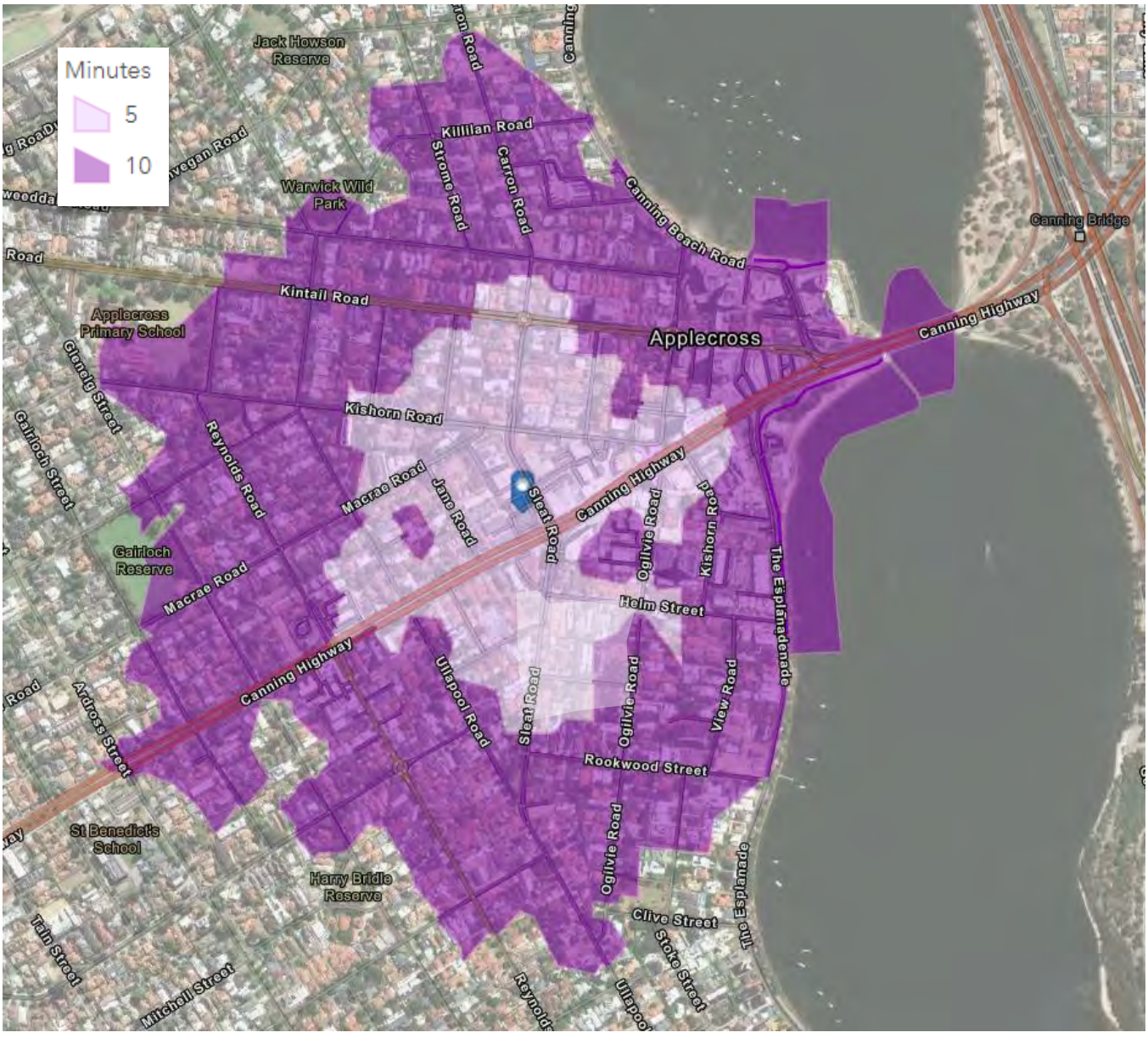


Figure 35: Subject site walking catchment isochrones

13 Cycling assessment

13.1 Bicycle parking and end of trip facilities

Based on Greenstar criteria for sustainable transport, it is estimated that a minimum of 7 showers and 94 lockers are required for the development (Table 10).

Table 10: Estimated bicycle end of trip facility requirements for employees

Attribute	Quantity	Units
Regular building occupancy	747	people
Shower requirements	7	showers
Locker requirements	94	lockers

The development seeks to promote active transport modes. Extensive bicycle parking and end of trip facilities are provided including:

- 130 staff bicycle parking spaces on the ground level in a secured storage room;
- 4 visitor bicycle parking spaces on the ground floor near the main building entry;
- End of trip facilities include separate male and female change rooms, showers and lockers. A total of 10 shower cubicles is provided.

The development provides excess bicycle parking and end of trip facilities, while proposing an 'on paper' shortfall in car parking. This helps to encourage mode shift away from car driving and towards sustainable transport modes. Given the location of the development within the CBACP, and the forecast traffic congestion on Canning Highway, the approach of the proposed development in promoting sustainable transport will assist with alleviating traffic demands and future road congestion.

13.2 Sustainable transport catchment

As detailed in Figure 36, the subject site is well placed for staff and visitors to travel by sustainable modes of transport. A comfortable 8km or 20-25min cycle will provide people with a large catchment including Perth CBD, Booragoon, Melville, Murdoch and Victoria Park.

Geospatial analysis indicates the development provides employment opportunities for many local residents who do not require car travel and reliance on site car parking. This range can be further increased through a combination of micro-mobility and train travel with close access to train stations.

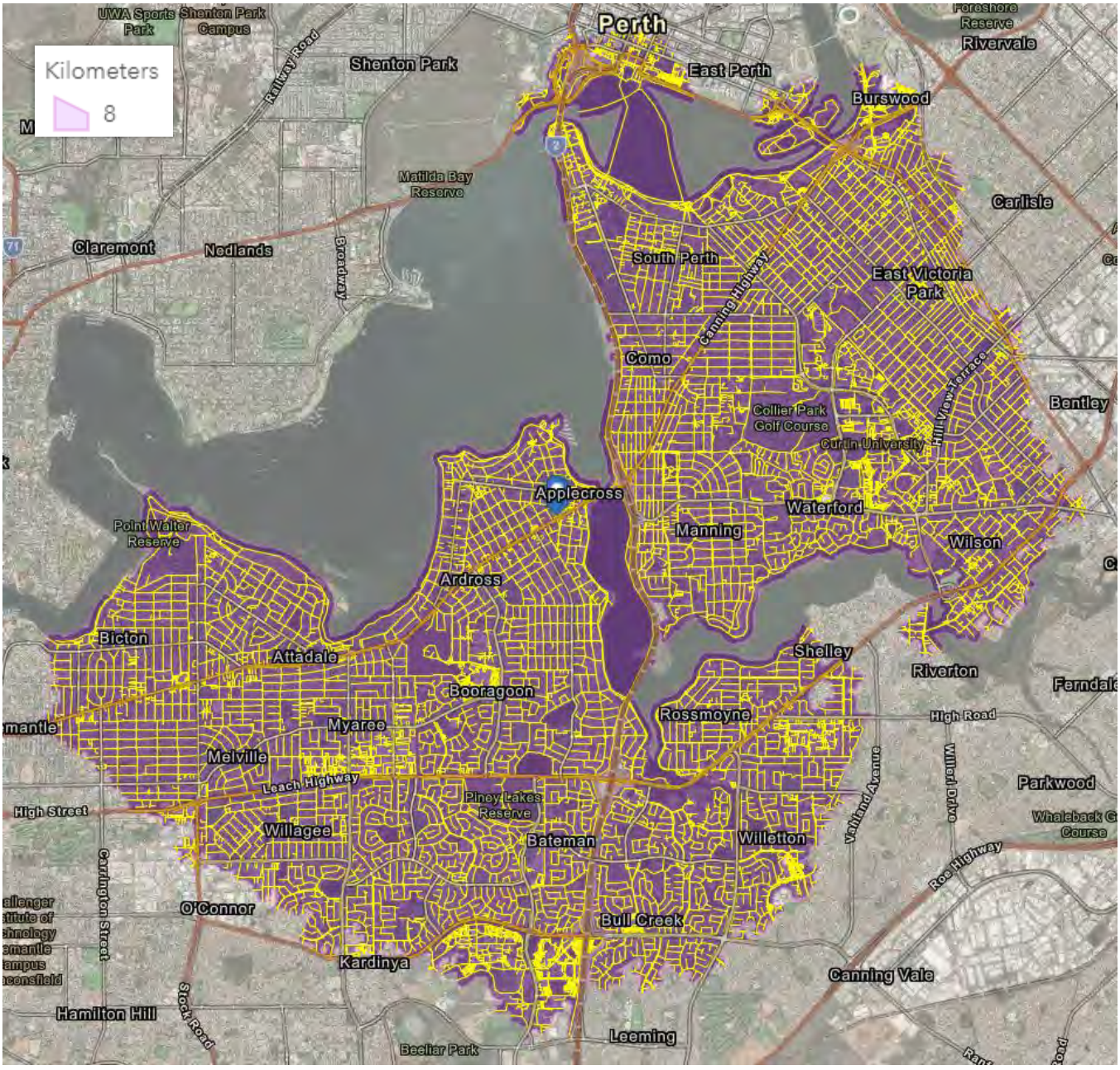


Figure 36: Cycling and micro-mobility catchment

14 Response to public submissions

The City of Melville received thirty-seven (37) submissions during public advertising, with the majority raising concerns relating to traffic, parking, road safety and general transport impacts. Urbii has reviewed all traffic-related comments and provides the following consolidated responses, based on the detailed technical analysis presented elsewhere in this TIA (including SIDRA modelling, parking benchmarking, mode share analysis and site-access assessment).

Traffic Congestion and Road Network Capacity

A number of submissions expressed concern that the development would significantly increase congestion on Canning Highway and Sleat Road. The detailed intersection modelling undertaken for this assessment demonstrates that the development will contribute less than 2% of total traffic at the Canning Highway / Sleat Road intersection by 2037. This minor contribution is well within the normal daily fluctuations experienced on the network and does not materially alter the overall performance of the broader road corridor.

The modelling shows that network performance issues identified at Canning Highway / Sleat Road are driven almost entirely by background growth and not by the development. The development's incremental volume is too small to meaningfully influence delay, queueing or level of service outcomes. As such, the development does not create the need for any new road upgrades or changes to the surrounding network.

Safety Performance

Concerns about safety related to motorcycles and bicycles are noted. However, the development does not add material volumes of motorcycles or bicycles to the surrounding traffic stream, and any motorcycle parking within the site operates internally and does not interact with public through-traffic.

Parking Supply and Demand

Several submissions suggested that the development provides insufficient car parking, which may result in overflow parking on local streets. In response, Urbii undertook a metropolitan benchmarking exercise (see benchmarking table) comparing the development's parking supply with recognised parking policies used in Perth activity centres, TOD precincts and city-centre contexts.

This benchmarking demonstrates that the proposed provision of 158 bays sits above the requirements or maximum caps that apply in many comparable locations. For example:

- Murdoch Activity Centre and Perth Parking Policy would allow 20–65 bays for a site of this size.
- Subiaco Activity Centre Plan and WA Planning Manual guidelines indicate approximately 135 bays.
- City of Canning's Centre Zone minimum equates to 101 bays.

The proposal therefore provides more parking than would typically be permitted in many equivalent activity centres across Perth. Additionally, the TIA demonstrates that even with this level of parking supply, the development's trip generation remains below 2% of total intersection traffic, meaning the site will not generate any disproportionate demand for on-street parking or cause localised parking stress.

Public and Active Transport Considerations

Concerns were raised regarding the impact of the development on public transport and pedestrian amenity. The site is extremely well served by high-frequency bus services, and the development's transport strategy strongly encourages non-car travel through:

- Substantial end-of-trip cycling facilities (10 showers and 94 lockers).
- Secure bicycle parking for 134 staff and 4 visitors.
- Motorcycle parking to support mode diversification.
- A walkable catchment of 5–10 minutes to key nearby attractors.

These measures exceed typical requirements and support mode-share outcomes that directly mitigate traffic and parking impacts. The modelling accounts for these mode shares and demonstrates that the development does not generate any noticeable impact on public transport operations.

Summary

The detailed technical analysis confirms:

- The development contributes less than 2% of traffic at the key intersection.
- Parking supply is above many recognised activity-centre and TOD benchmarks.
- Access design is the safest and most appropriate for Canning Highway.
- Active and public transport provisions exceed typical requirements and reduce car dependence.

Overall, the development does not materially impact the road network and is consistent with contemporary planning expectations for an activity-centre location with strong public-transport accessibility.

15 Conclusion

This Transport Impact Assessment has been prepared by Urbii on behalf of Carcione Nominees Pty Ltd with regards to the Proposed Commercial Development, located at 882 Canning Hwy, Applecross.

The subject site is situated at the north-west corner of Canning Highway and Sleat Road and presently accommodates two fast food tenancies. A commercial development is proposed at the site, which will deliver 496m^2 of specialty retail and F&B tenancies on the ground level, with 12,944m^2 of office NLA on upper levels.

The site promotes good connectivity with the existing and planned road, cycling and walking network. Public transport accessibility is good.

Analysis confirms that the intersection of Canning Highway and Sleat Road will experience excessive delays and queuing, with or without the development traffic. The development contributes <2% of total intersection traffic in 2037. Hence the overall impact is minimal, with changes in delay/queues driven primarily by corridor growth rather than the proposal.

The project provides 158 car bays and 46 motorcycle bays, which results in an 'on-paper' shortfall of 109 car bays. The report adopts CBACP aligned mode share targets with lower car mode share and higher bicycle/motorcycle mode shares, supported by extensive parking and end of trip facilities. This demand management approach is appropriate for an activity-centre location with high public transport accessibility.

Five-year crash data indicates the intersection of Canning Hwy / Sleat Rd ranks 183rd state-wide, with ~70% rear-end crashes. Measures that shift trips away from private cars (lean parking, strong EoT facilities, good PT access) are expected to reduce pressure on queuing and rear-end crash risk over time.

On balance, the proposal integrates with the existing and planned network, maintains safe and efficient access on Sleat Road, generates a negligible share of intersection traffic demand at the assessment horizon, and provides a policy-aligned parking and sustainable transport package.

It is concluded that the findings of this Transport Impact Assessment are supportive of the proposed development.

Appendices

Appendix A: Proposed development plans



SITE PLAN
1 : 200

LEVELS SCHEDULE

LEVEL	RL
BASEMENT CARPARKING	11600
GROUND LEVEL	14500
LEVEL 1 CARPARK	18500
LEVEL 2 CARPARK	21400
LEVEL 3	24600
LEVEL 4	28300
LEVEL 5	32000
LEVEL 6	35700
LEVEL 7	39400
LEVEL 8	43100
LEVEL 9	46800
LEVEL 10	50500
LEVEL 11	54200
LEVEL 12	57900
LEVEL 13	61600
LEVEL 14	65300
LEVEL 15	69000
ROOF	72700

ISSUE	DATE	DESCRIPTION	DRN	APP
B	12.11.25	DA AMENDMENTS	WW	MJ
A	03.06.25	DA ISSUE	DB	MJ

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS	1216m²)
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

PARKING

CAR PARKING

BASEMENT	
• CARPARK	47
• TANDEM	6
GROUND FLOOR	
• CARPARK	5
• SERVICE	1
• UNIVERSAL	2
LEVEL 1	
• CARPARK	36
• TANDEM	4
• EV	9
LEVEL 2	
• CARPARK	45
• TANDEM	4
TOTAL CAR PARKING	**159**

MOTORCYCLE PARKING

BASEMENT	16
GROUND FLOOR	0
LEVEL 1	14
LEVEL 2	16
TOTAL MC PARKING	**46**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	726m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

DEVELOPMENT SUMMARY

16 STOREY & 2 BASEMENT CARPARKS

SITE AREA	2616m2
LETTABLE AREA -	13440m2
CAR BAYS	159
MC PARKING	46
LANDSCAPE AREA REQUIRED: -	1962m2
LANDSCAPE AREA PROVIDED: -	**1638m2**
• GROUND FLOOR -	367m2
• PARKING LEVELS 1 & 2 -	201m2
• LEVEL 3 -	1129m2

SCALE
As indicated @ A1

ISSUED FOR DA

882 CANNING HIGHWAY APPLECROSS

PROPOSED SITE PLAN

0 10m
SCALE 1:200

DMG ARCHITECTURE

PROJECT #
22021
DRAWING #
SK.02
ISSUE
B



REV	DATE	DESCRIPTION	DRN	APP
B	12.11.25	DA AMENDMENTS	MV	MJ
A	03.09.25	DA ISSUE	DB	MJ

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1215m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

PARKING

CAR PARKING

BASEMENT	
• CARPARK	47
• TANDEM	6
GROUND FLOOR	
• CARPARK	5
• SERVICE	1
• UNIVERSAL	2
LEVEL 1	
• CARPARK	36
• TANDEM	4
• EV	9
LEVEL 2	
• CARPARK	45
• TANDEM	4
TOTAL CAR PARKING	**159**

MOTORCYCLE PARKING

BASEMENT	16
GROUND FLOOR	0
LEVEL 1	14
LEVEL 2	16
TOTAL MC PARKING	**46**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE
1 : 100 @ A1

ISSUED FOR DA

882 CANNING HIGHWAY APPLECROSS

BASEMENT FLOOR PLAN

SCALE 1:100

DMG ARCHITECTURE

PROJECT #
22021

DRAWING #
SK.03

ISSUE
B



REV	DATE	DESCRIPTION	DRN	APP
B	12.11.25	DA AMENDMENTS	NW	MJ
A	03.09.25	DA ISSUE	DB	MJ

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

PARKING

CAR PARKING

BASEMENT	
• CARPARK	47
• TANDEM	6
GROUND FLOOR	
• CARPARK	5
• SERVICE	1
• UNIVERSAL	2
LEVEL 1	
• CARPARK	36
• TANDEM	4
• EV	9
LEVEL 2	
• CARPARK	45
• TANDEM	4
TOTAL CAR PARKING	**159**

MOTORCYCLE PARKING

BASEMENT	16
GROUND FLOOR	0
LEVEL 1	14
LEVEL 2	16
TOTAL MC PARKING	**46**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE: 1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

GROUND FLOOR PLAN

SCALE 1:100

DMG ARCHITECTURE

PROJECT #: 22021

DRAWING #: SK.04 B



REV	DATE	DESCRIPTION	DRN	APP
B	12.11.25	DA AMENDMENTS	MW	MJ
A	03.09.25	DA ISSUE	DB	MJ

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1215m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

PARKING

CAR PARKING

BASEMENT		
•	CARPARK	47
•	TANDEM	8
GROUND FLOOR		
•	CARPARK	5
•	SERVICE	1
•	UNIVERSAL	2
LEVEL 1		
•	CARPARK	36
•	TANDEM	4
•	EV	9
LEVEL 2		
•	CARPARK	45
•	TANDEM	4
TOTAL CAR PARKING		**159**

MOTORCYCLE PARKING

BASEMENT	16
GROUND FLOOR	0
LEVEL 1	14
LEVEL 2	16
TOTAL MC PARKING	**46**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE
1 : 100 @ A1

ISSUED FOR DA

882 CANNING HIGHWAY APPLECROSS

LEVEL 1 CARPARK FLOOR PLAN

SCALE 1:100

DMG ARCHITECTURE

PROJECT #
22021

SK.05 B



REV	DATE	DESCRIPTION	DRN	APP
B	12.11.25	DA AMENDMENTS	WW	MJ
A	03.09.25	DA ISSUE	DB	MJ

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1852m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1215m²)	
LEVEL 01	1985m²
LEVEL 02	1990m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	496m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13440m²**

PARKING

CAR PARKING

BASEMENT		
•	CARPARK	47
•	TANDEM	6
GROUND FLOOR		
•	CARPARK	5
•	SERVICE	1
•	UNIVERSAL	2
LEVEL 1		
•	CARPARK	36
•	TANDEM	4
•	EV	9
LEVEL 2		
•	CARPARK	45
•	TANDEM	4
TOTAL CAR PARKING		**159**

MOTORCYCLE PARKING

BASEMENT	16
GROUND FLOOR	0
LEVEL 1	14
LEVEL 2	16
TOTAL MC PARKING	**46**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE: 1 : 100 @ A1

ISSUED FOR DA

882 CANNING HIGHWAY APPLECROSS

LEVEL 2 CARPARK PLAN

DMG ARCHITECTURE

PROJECT #: 22021

DRAWING #: SK.06 B

Appendix B: Canning Highway PCA 185

PLANNING

PL401

PLANNING AND DEVELOPMENT ACT 2005

DECLARATION OF PLANNING CONTROL AREA 185—CANNING HIGHWAY

Revocation of Planning Control Area 153—Canning Highway (Applecross and Como)

Cities of South Perth and Melville

File: RLS/0919 and RLS/1164

General Description

The Minister for Planning has granted approval to the declaration for Planning Control Area 185, as shown on Western Australian Planning Commission (WAPC) plans numbered 1.8142, 1.8143, 1.8144/1, 1.8145, 1.8146.

Notice is hereby given that the Minister for Planning has approved the revocation of Planning Control Area 153, pursuant to section 113 of the *Planning and Development Act 2005*. The land requirements associated with this land are outlined in and protected by the above declared Planning Control Area 185.

Purpose of the Planning Control Area

Planning Control Area 185 is intended to protect land identified for the Canning Highway ultimate planning design concept.

The WAPC considers that the planning control area is required over the properties to ensure that no development occurs on the land which might prejudice this purpose until it may be reserved for Primary Regional Roads purposes in the Metropolitan Region Scheme.

Duration and Effects

The declaration remains in effect for a period of five years from the date of publication of this notice in the *Government Gazette*, being 14 February 2025, or until revoked by the WAPC with approval by the Minister, whichever is sooner.

The revocation of Planning Control Area 153 is effective on and from the date of this notice in the *Government Gazette*.

A person shall not commence and carry out development in a planning control area without the prior approval of the WAPC. The penalty for failure to comply with this requirement is $200,000 and, in the case of a continuing offence, a further fine of $25,000 for each day during which the offence continues.

Compensation is payable in respect of land injuriously affected by this declaration, and land so affected may be acquired by the WAPC in the same circumstances and in the same manner as if the land had been reserved in the Metropolitan Region Scheme for a public purpose.

Display Locations

Documents can be viewed online at the Department of Planning, Lands and Heritage's website at https://www.dplh.wa.gov.au/planning-control-areas.

Ms SAM BOUCHER, Secretary, Western Australian Planning Commission.

1.8144/1



Planning control area No: 185

Planning Control Area No. 185 - Canning Highway

Western Australian Planning Commission

Created on date: Monday, 9 December 2024
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA
Base information supplied by Western Australian Land Information Authority SLIP 1447-2023-1

Legend

Planning control area | Current MRS Road Reserves

Standard Truncation

Note: All truncations are standard unless otherwise shown

Program Manager: S. Lappan
Geospatial Officer: J. Ballarotta
Examined: K. Rampellini
Revised:
Version No: 2
Date: WAPC/4.4 4 Dec 2024

N

0 25 50 75
metres

Plan Number
1.8144/1
Ref: 5117 Sheet 3 of 5

File number: RLS/1164
Plan reference:
Metropolitan Region Scheme
1:25,000 sheet 19
Amending Plans:
1.8142, 1.8143, 1.8144/1, 1.8145 & 1.8146

Appendix C: Traffic volume diagrams

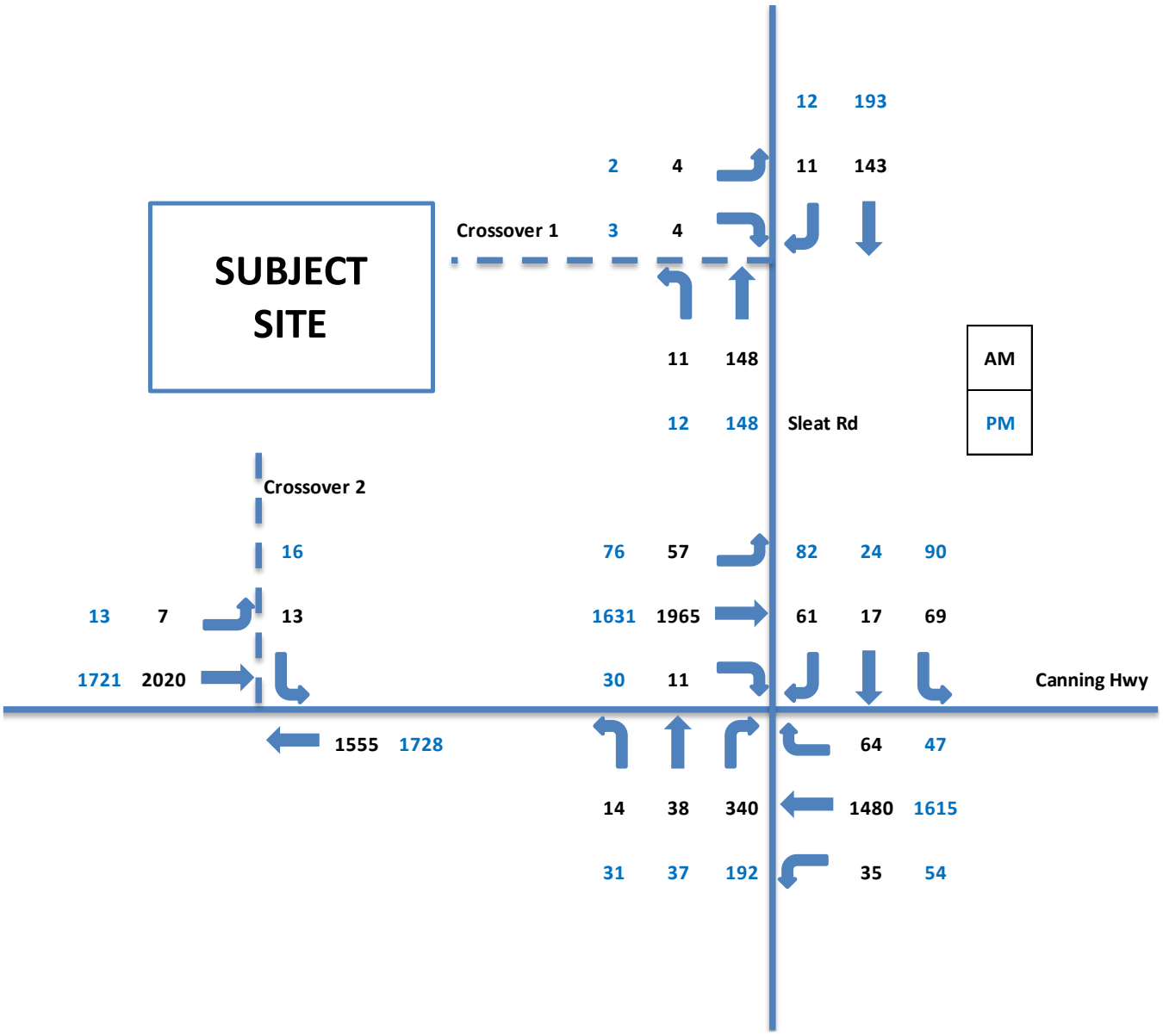


Figure 37: Existing traffic flows weekday AM and PM peak hours

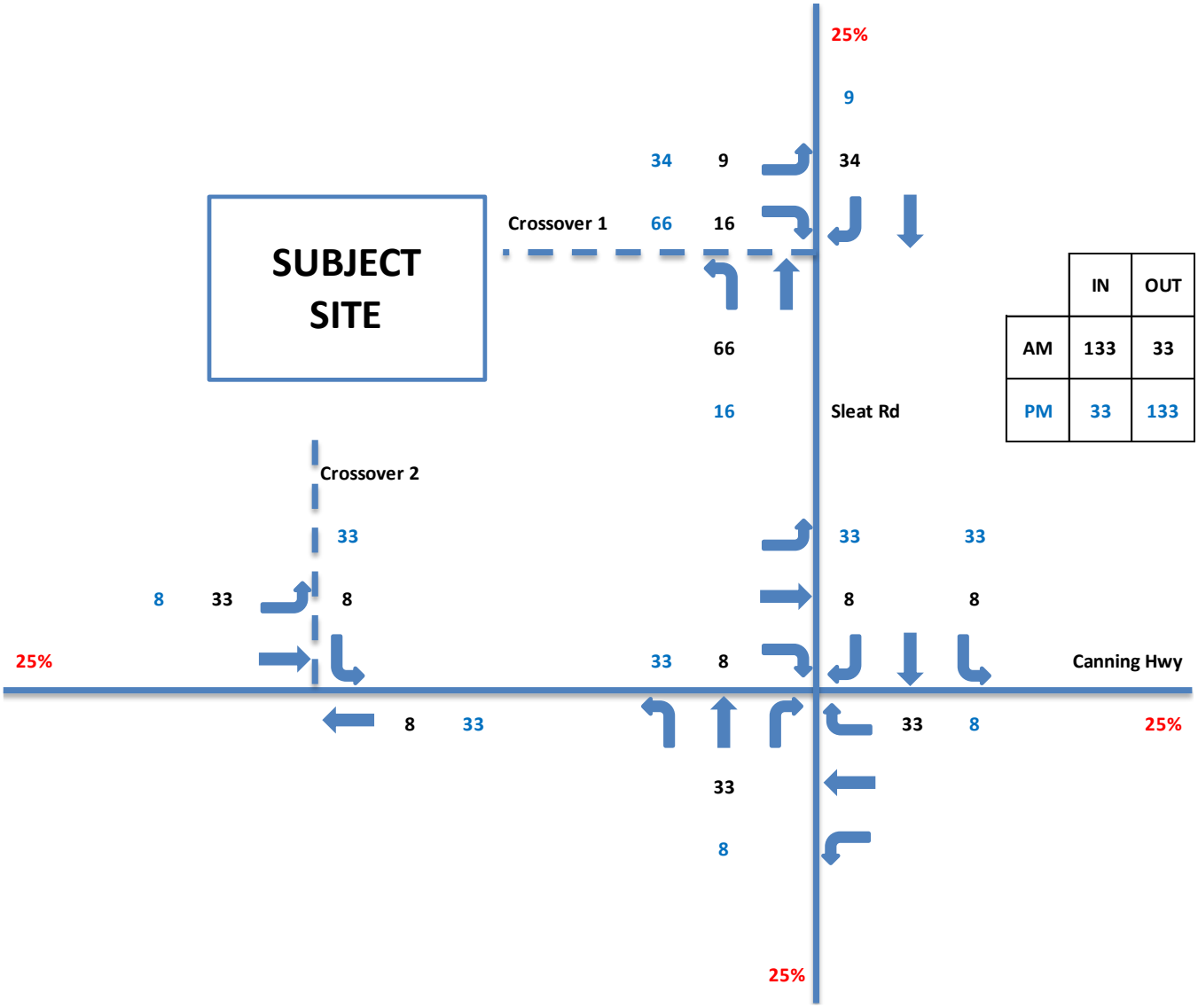


Figure 38: Development traffic – weekday AM and PM peak hours

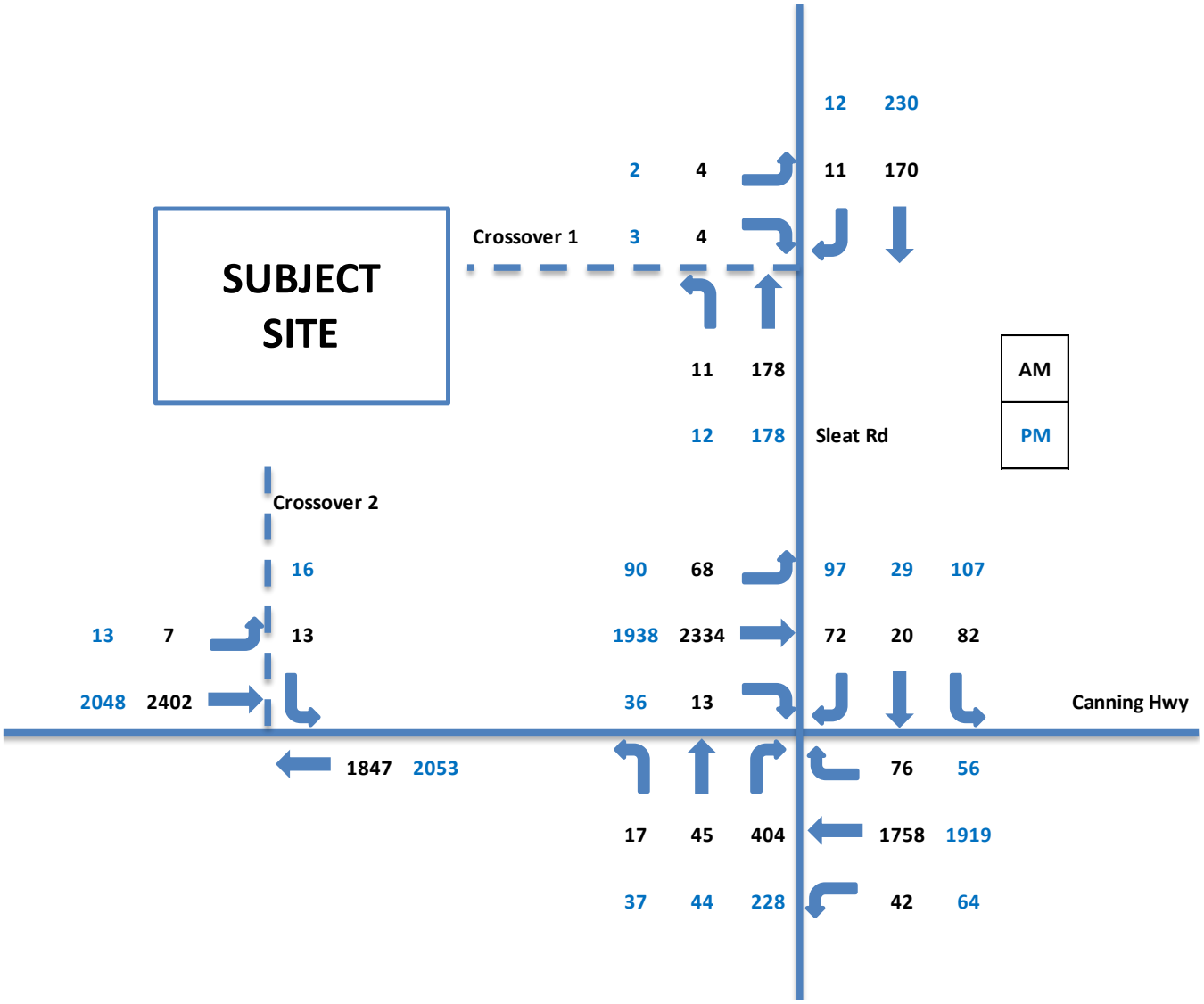


Figure 39: 2027 base traffic volumes – weekday AM and PM peak hours

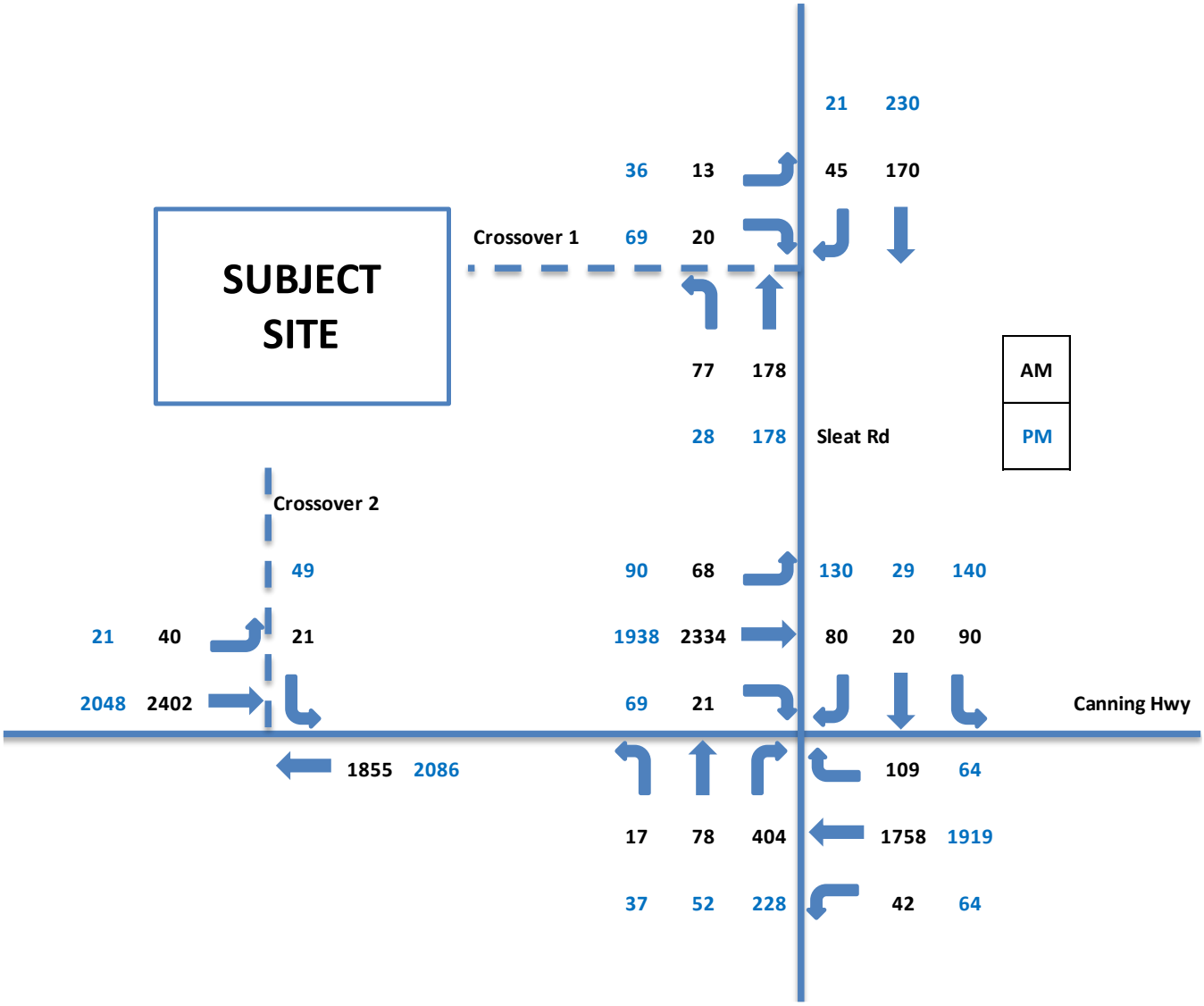


Figure 40: 2027 post development traffic volumes – weekday AM and PM peak hours

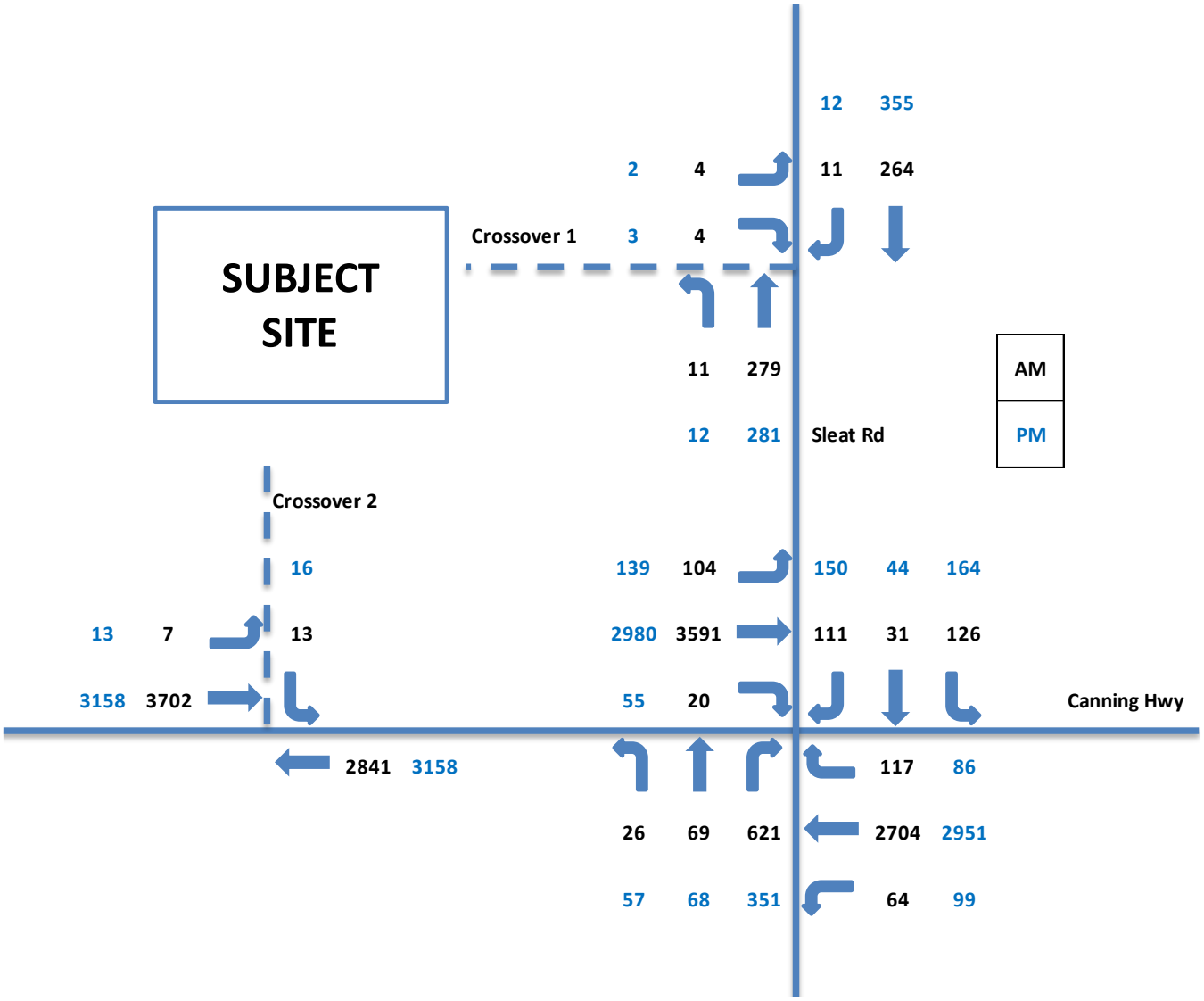


Figure 41: 2037 base traffic volumes – weekday AM and PM peak hours

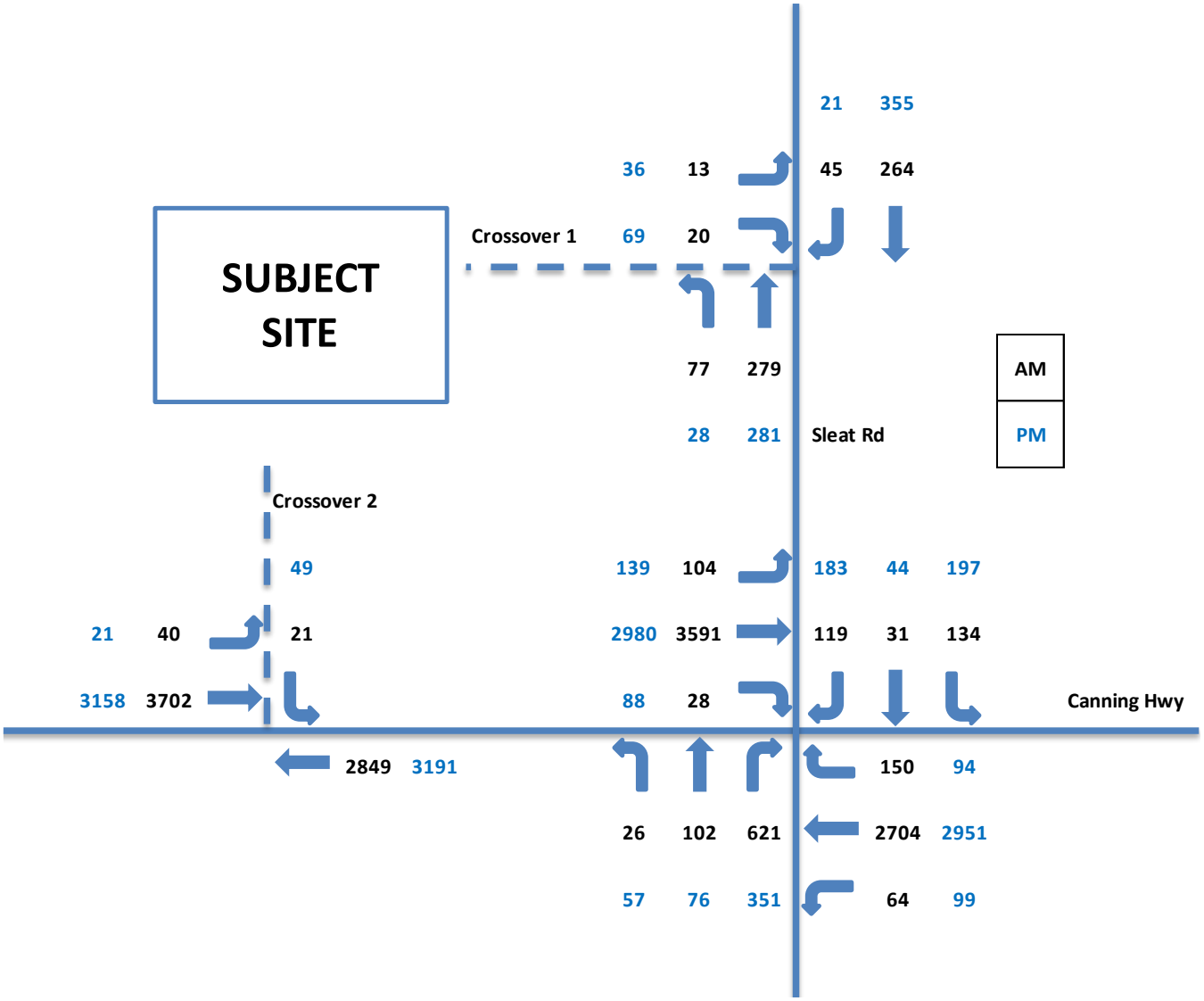


Figure 42: 2037 post development traffic volumes – weekday AM and PM peak hours

Appendix D: SIDRA analysis outputs

SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- **Degree of Saturation (DoS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- **Level of Service (LoS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- **Average Delay:** is the average of all travel time delays for vehicles through the intersection.
- **95% Queue:** is the queue length below which 95% of all observed queue lengths fall.

Existing AM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Existing AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	15	4.0	15	4.0	0.023	19.5	LOS B	0.5	3.4	0.50	0.61	0.50	32.9
2	T1	All MCs	40	2.0	40	2.0	0.793	77.2	LOS E	14.9	105.4	1.00	0.91	1.12	16.8
3	R2	All MCs	358	1.0	358	1.0	*0.793	81.7	LOS F	14.9	105.4	1.00	0.91	1.12	25.4
Approach			413	1.2	413	1.2	0.793	79.1	LOS E	14.9	105.4	0.98	0.90	1.10	23.8
East: Canning Hwy															
4	L2	All MCs	37	3.0	37	3.0	0.809	36.5	LOS D	49.4	357.4	0.90	0.83	0.90	36.6
5	T1	All MCs	1558	4.0	1558	4.0	*0.809	40.5	LOS D	49.4	357.4	0.90	0.82	0.90	30.1
6	R2	All MCs	67	4.0	67	4.0	*0.711	106.6	LOS F	5.2	37.9	1.00	0.84	1.14	15.9
Approach			1662	4.0	1662	4.0	0.809	43.1	LOS D	49.4	357.4	0.90	0.83	0.91	25.5
North: Sleat Rd															
7	L2	All MCs	73	4.0	73	4.0	0.511	77.7	LOS E	5.3	38.4	1.00	0.77	1.00	17.6
8	T1	All MCs	18	2.0	18	2.0	*0.573	74.5	LOS E	6.0	43.8	1.00	0.78	1.00	17.3
9	R2	All MCs	64	5.0	64	5.0	0.573	78.2	LOS E	6.0	43.8	1.00	0.78	1.00	3.0
Approach			155	4.2	155	4.2	0.573	77.5	LOS E	6.0	43.8	1.00	0.78	1.00	12.6
West: Canning Hwy															
10	L2	All MCs	60	2.0	60	2.0	0.708	31.8	LOS C	9.1	65.3	0.82	0.76	0.82	6.7
11	T1	All MCs	2068	3.0	2068	3.0	0.708	35.2	LOS D	9.1	65.3	0.82	0.75	0.82	32.5
12	R2	All MCs	12	7.0	12	7.0	0.125	100.0	LOS F	0.8	6.3	0.98	0.68	0.98	16.7
Approach			2140	3.0	2140	3.0	0.708	35.5	LOS D	9.1	65.3	0.82	0.75	0.82	28.8
All Vehicles			4369	3.2	4369	3.2	0.809	44.0	LOS D	49.4	357.4	0.87	0.79	0.88	26.0

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Existing AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Canning Hwy															
5	T1	All MCs	1637	4.0	1637	4.0	0.424	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1637	4.0	1637	4.0	0.424	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
North: Access Crossover															
7	L2	All MCs	14	1.0	14	1.0	0.049	4.5	LOS A	0.6	4.0	0.59	0.55	0.59	16.4
Approach			14	1.0	14	1.0	0.049	4.5	LOS A	0.6	4.0	0.59	0.55	0.59	16.4
West: Canning Hwy															
10	L2	All MCs	7	1.0	7	1.0	0.372	5.7	LOS A	28.9	207.4	0.00	0.01	0.00	52.4
11	T1	All MCs	2126	3.0	2126	3.0	0.372	0.1	LOS A	29.6	212.5	0.00	0.00	0.00	59.7
Approach			2134	3.0	2134	3.0	0.372	0.1	NA	29.6	212.5	0.00	0.00	0.00	59.7
All Vehicles			3784	3.4	3784	3.4	0.424	0.1	NA	29.6	212.5	0.00	0.00	0.00	59.6

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Existing AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	12	1.0	12	1.0	0.087	3.7	LOS A	0.0	0.0	0.00	0.04	0.00	40.9
2	T1	All MCs	156	3.0	156	3.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.6
Approach			167	2.9	167	2.9	0.087	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.5
North: Sleat Rd															
8	T1	All MCs	151	3.0	151	3.0	0.087	0.1	LOS A	0.1	0.8	0.05	0.06	0.05	49.3
9	R2	All MCs	12	1.0	12	1.0	0.087	5.2	LOS A	0.1	0.8	0.05	0.06	0.05	41.1
Approach			162	2.9	162	2.9	0.087	0.4	NA	0.1	0.8	0.05	0.06	0.05	48.5
West: Site crossover															
10	L2	All MCs	4	1.0	4	1.0	0.007	0.5	LOS A	0.0	0.2	0.27	0.15	0.27	38.1
12	R2	All MCs	4	1.0	4	1.0	0.007	1.5	LOS A	0.0	0.2	0.27	0.15	0.27	18.6
Approach			8	1.0	8	1.0	0.007	1.0	LOS A	0.0	0.2	0.27	0.15	0.27	33.4
All Vehicles			338	2.8	338	2.8	0.087	0.4	NA	0.1	0.8	0.03	0.05	0.03	48.6

Existing PM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Existing PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	33	0.0	33	0.0	0.062	20.0	LOS C	1.0	7.2	0.53	0.64	0.53	32.6
2	T1	All MCs	39	3.0	39	3.0	*0.770	73.0	LOS E	8.7	61.8	1.00	0.90	1.16	16.5
3	R2	All MCs	202	1.0	202	1.0	0.770	77.6	LOS E	8.7	61.8	1.00	0.90	1.16	25.0
Approach			274	1.2	274	1.2	0.770	70.1	LOS E	8.7	61.8	0.94	0.87	1.08	24.4
East: Canning Hwy															
4	L2	All MCs	57	0.0	57	0.0	0.784	29.1	LOS C	46.6	331.4	0.83	0.77	0.83	39.6
5	T1	All MCs	1700	2.0	1700	2.0	*0.784	30.7	LOS C	46.6	331.4	0.83	0.77	0.83	34.2
6	R2	All MCs	49	4.0	49	4.0	*0.649	97.6	LOS F	3.6	26.2	1.00	0.80	1.11	16.4
Approach			1806	2.0	1806	2.0	0.784	32.5	LOS C	46.6	331.4	0.84	0.77	0.84	29.7
North: Sleat Rd															
7	L2	All MCs	95	2.0	95	2.0	0.613	73.2	LOS E	6.5	46.5	1.00	0.80	1.03	18.3
8	T1	All MCs	25	0.0	25	0.0	*0.708	71.2	LOS E	7.9	55.4	1.00	0.86	1.10	17.8
9	R2	All MCs	86	1.0	86	1.0	0.708	74.9	LOS E	7.9	55.4	1.00	0.86	1.10	3.1
Approach			206	1.3	206	1.3	0.708	73.6	LOS E	7.9	55.4	1.00	0.83	1.06	13.1
West: Canning Hwy															
10	L2	All MCs	80	1.0	80	1.0	0.545	22.1	LOS C	9.0	65.3	0.66	0.62	0.66	9.5
11	T1	All MCs	1717	4.0	1717	4.0	0.545	22.3	LOS C	9.0	65.3	0.66	0.60	0.66	38.5
12	R2	All MCs	32	3.0	32	3.0	0.412	89.9	LOS F	2.3	16.2	1.00	0.73	1.00	16.8
Approach			1828	3.9	1828	3.9	0.545	23.5	LOS C	9.0	65.3	0.66	0.61	0.66	34.7
All Vehicles			4115	2.7	4115	2.7	0.784	33.0	LOS C	46.6	331.4	0.78	0.71	0.79	29.6

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Existing PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Canning Hwy															
5	T1	All MCs	1819	2.0	1819	2.0	0.465	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.7
Approach			1819	2.0	1819	2.0	0.465	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.7
North: Access Crossover															
7	L2	All MCs	17	1.0	17	1.0	0.051	3.4	LOS A	0.4	3.0	0.53	0.47	0.53	17.2
Approach			17	1.0	17	1.0	0.051	3.4	LOS A	0.4	3.0	0.53	0.47	0.53	17.2
West: Canning Hwy															
10	L2	All MCs	14	1.0	14	1.0	0.320	5.7	LOS A	15.1	109.5	0.00	0.01	0.00	52.4
11	T1	All MCs	1812	4.0	1812	4.0	0.320	0.1	LOS A	15.7	113.6	0.00	0.00	0.00	59.7
Approach			1825	4.0	1825	4.0	0.320	0.1	NA	15.7	113.6	0.00	0.00	0.00	59.6
All Vehicles			3661	3.0	3661	3.0	0.465	0.1	NA	15.7	113.6	0.00	0.00	0.00	59.5

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Existing PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	13	1.0	13	1.0	0.087	3.7	LOS A	0.0	0.0	0.00	0.04	0.00	40.8
2	T1	All MCs	156	2.0	156	2.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	49.6
Approach			168	1.9	168	1.9	0.087	0.3	NA	0.0	0.0	0.00	0.04	0.00	49.4
North: Sleat Rd															
8	T1	All MCs	203	1.0	203	1.0	0.133	0.1	LOS A	0.1	0.9	0.05	0.05	0.05	49.4
9	R2	All MCs	13	1.0	13	1.0	0.133	5.1	LOS A	0.1	0.9	0.05	0.05	0.05	41.2
Approach			216	1.0	216	1.0	0.133	0.4	NA	0.1	0.9	0.05	0.05	0.05	48.7
West: Site crossover															
10	L2	All MCs	2	1.0	2	1.0	0.005	0.5	LOS A	0.0	0.1	0.30	0.17	0.30	38.1
12	R2	All MCs	3	1.0	3	1.0	0.005	1.7	LOS A	0.0	0.1	0.30	0.17	0.30	18.5
Approach			5	1.0	5	1.0	0.005	1.2	LOS A	0.0	0.1	0.30	0.17	0.30	31.7
All Vehicles			389	1.4	389	1.4	0.133	0.3	NA	0.1	0.9	0.03	0.05	0.03	48.8

2027 Base AM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	18	4.0	18	4.0	0.030	38.3	LOS D	0.8	5.6	0.66	0.65	0.66	26.8
2	T1	All MCs	47	2.0	47	2.0	*0.953	109.7	LOS F	21.3	150.5	1.00	1.11	1.40	13.8
3	R2	All MCs	425	1.0	425	1.0	0.953	114.2	LOS F	21.3	150.5	1.00	1.10	1.40	21.8
Approach			491	1.2	491	1.2	0.953	111.0	LOS F	21.3	150.5	0.99	1.08	1.37	19.5
East: Canning Hwy															
4	L2	All MCs	44	3.0	44	3.0	0.990	79.5	LOS E	91.6	662.9	1.00	1.18	1.25	25.6
5	T1	All MCs	1851	4.0	1851	4.0	*0.990	88.7	LOS F	91.6	662.9	1.00	1.19	1.26	17.6
6	R2	All MCs	80	4.0	80	4.0	*0.964	135.9	LOS F	7.1	51.8	1.00	1.02	1.57	13.4
Approach			1975	4.0	1975	4.0	0.990	90.4	LOS F	91.6	662.9	1.00	1.19	1.27	15.6
North: Sleat Rd															
7	L2	All MCs	86	4.0	86	4.0	0.607	78.7	LOS E	6.4	46.2	1.00	0.80	1.02	17.4
8	T1	All MCs	21	2.0	21	2.0	*0.676	76.2	LOS E	7.3	52.7	1.00	0.84	1.07	17.1
9	R2	All MCs	76	5.0	76	5.0	0.676	79.8	LOS E	7.3	52.7	1.00	0.84	1.07	2.9
Approach			183	4.2	183	4.2	0.676	78.9	LOS E	7.3	52.7	1.00	0.82	1.05	12.5
West: Canning Hwy															
10	L2	All MCs	72	2.0	72	2.0	0.864	39.5	LOS D	9.1	65.3	0.95	0.89	0.97	5.4
11	T1	All MCs	2457	3.0	2457	3.0	0.864	45.0	LOS D	9.1	65.3	0.95	0.89	0.97	28.9
12	R2	All MCs	14	7.0	14	7.0	0.168	107.8	LOS F	1.0	7.5	0.99	0.69	0.99	16.4
Approach			2542	3.0	2542	3.0	0.864	45.2	LOS D	9.1	65.3	0.95	0.89	0.97	25.2
All Vehicles			5191	3.2	5191	3.2	0.990	69.8	LOS E	91.6	662.9	0.97	1.02	1.13	19.6

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Canning Hwy															
5	T1	All MCs	1944	4.0	1944	4.0	0.504	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1944	4.0	1944	4.0	0.504	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
North: Access Crossover															
7	L2	All MCs	14	1.0	14	1.0	0.062	6.4	LOS A	0.7	5.2	0.68	0.68	0.68	15.3
Approach			14	1.0	14	1.0	0.062	6.4	LOS A	0.7	5.2	0.68	0.68	0.68	15.3
West: Canning Hwy															
10	L2	All MCs	7	1.0	7	1.0	0.442	5.7	LOS A	44.9	322.3	0.00	0.01	0.00	52.4
11	T1	All MCs	2528	3.0	2528	3.0	0.442	0.2	LOS A	45.8	328.8	0.00	0.00	0.00	59.6
Approach			2536	3.0	2536	3.0	0.442	0.2	NA	45.8	328.8	0.00	0.00	0.00	59.6
All Vehicles			4494	3.4	4494	3.4	0.504	0.1	NA	45.8	328.8	0.00	0.00	0.00	59.5

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	12	1.0	12	1.0	0.103	3.7	LOS A	0.0	0.0	0.00	0.03	0.00	41.0
2	T1	All MCs	187	3.0	187	3.0	0.103	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.7
Approach			199	2.9	199	2.9	0.103	0.2	NA	0.0	0.0	0.00	0.03	0.00	49.5
North: Sleat Rd															
8	T1	All MCs	179	3.0	179	3.0	0.115	0.1	LOS A	0.1	0.9	0.05	0.06	0.05	49.3
9	R2	All MCs	12	1.0	12	1.0	0.115	5.3	LOS A	0.1	0.9	0.05	0.06	0.05	41.1
Approach			191	2.9	191	2.9	0.115	0.4	NA	0.1	0.9	0.05	0.06	0.05	48.6
West: Site crossover															
10	L2	All MCs	4	1.0	4	1.0	0.008	0.6	LOS A	0.0	0.2	0.30	0.17	0.30	38.1
12	R2	All MCs	4	1.0	4	1.0	0.008	1.7	LOS A	0.0	0.2	0.30	0.17	0.30	18.5
Approach			8	1.0	8	1.0	0.008	1.1	LOS A	0.0	0.2	0.30	0.17	0.30	33.2
All Vehicles			398	2.8	398	2.8	0.115	0.3	NA	0.1	0.9	0.03	0.05	0.03	48.8

2027 Base PM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	39	0.0	39	0.0	0.082	32.8	LOS C	1.7	11.6	0.70	0.69	0.70	26.7
2	T1	All MCs	46	3.0	46	3.0	*0.915	84.1	LOS F	11.3	80.4	1.00	1.06	1.39	15.1
3	R2	All MCs	240	1.0	240	1.0	0.915	88.7	LOS F	11.3	80.4	1.00	1.05	1.39	23.3
Approach			325	1.2	325	1.2	0.915	81.3	LOS F	11.3	80.4	0.96	1.00	1.31	22.5
East: Canning Hwy															
4	L2	All MCs	67	0.0	67	0.0	0.934	46.3	LOS D	76.1	541.5	1.00	0.99	1.09	33.4
5	T1	All MCs	2020	2.0	2020	2.0	*0.934	51.6	LOS D	76.1	541.5	1.00	1.00	1.10	25.6
6	R2	All MCs	59	4.0	59	4.0	*0.774	105.2	LOS F	4.4	31.9	1.00	0.86	1.25	16.1
Approach			2146	2.0	2146	2.0	0.934	52.9	LOS D	76.1	541.5	1.00	0.99	1.11	22.6
North: Sleat Rd															
7	L2	All MCs	113	2.0	113	2.0	0.729	75.5	LOS E	8.0	56.9	1.00	0.86	1.12	17.9
8	T1	All MCs	31	0.0	31	0.0	*0.842	76.5	LOS E	9.8	69.3	1.00	0.97	1.25	17.0
9	R2	All MCs	102	1.0	102	1.0	0.842	80.1	LOS F	9.8	69.3	1.00	0.97	1.25	2.9
Approach			245	1.3	245	1.3	0.842	77.6	LOS E	9.8	69.3	1.00	0.92	1.19	12.6
West: Canning Hwy															
10	L2	All MCs	95	1.0	95	1.0	0.649	24.0	LOS C	9.0	65.3	0.72	0.68	0.72	8.8
11	T1	All MCs	2040	4.0	2040	4.0	0.649	25.1	LOS C	9.0	65.3	0.72	0.67	0.72	37.2
12	R2	All MCs	38	3.0	38	3.0	0.494	93.1	LOS F	2.7	19.5	1.00	0.74	1.00	16.7
Approach			2173	3.9	2173	3.9	0.649	26.2	LOS C	9.0	65.3	0.73	0.67	0.73	33.0
All Vehicles			4889	2.7	4889	2.7	0.934	44.2	LOS D	76.1	541.5	0.88	0.85	0.96	25.4

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Canning Hwy															
5	T1	All MCs	2161	2.0	2161	2.0	0.553	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach			2161	2.0	2161	2.0	0.553	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
North: Access Crossover															
7	L2	All MCs	17	1.0	17	1.0	0.061	4.7	LOS A	0.5	3.8	0.60	0.58	0.60	16.3
Approach			17	1.0	17	1.0	0.061	4.7	LOS A	0.5	3.8	0.60	0.58	0.60	16.3
West: Canning Hwy															
10	L2	All MCs	14	1.0	14	1.0	0.381	5.7	LOS A	22.6	163.5	0.00	0.01	0.00	52.4
11	T1	All MCs	2156	4.0	2156	4.0	0.381	0.1	LOS A	23.3	168.6	0.00	0.00	0.00	59.7
Approach			2169	4.0	2169	4.0	0.381	0.2	NA	23.3	168.6	0.00	0.00	0.00	59.6
All Vehicles			4347	3.0	4347	3.0	0.553	0.1	NA	23.3	168.6	0.00	0.00	0.00	59.4

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	13	1.0	13	1.0	0.103	3.7	LOS A	0.0	0.0	0.00	0.03	0.00	41.0
2	T1	All MCs	187	2.0	187	2.0	0.103	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	49.7
Approach			200	1.9	200	1.9	0.103	0.2	NA	0.0	0.0	0.00	0.03	0.00	49.5
North: Sleat Rd															
8	T1	All MCs	242	1.0	242	1.0	0.205	0.1	LOS A	0.1	1.0	0.05	0.05	0.05	49.4
9	R2	All MCs	13	1.0	13	1.0	0.205	5.3	LOS A	0.1	1.0	0.05	0.05	0.05	41.2
Approach			255	1.0	255	1.0	0.205	0.3	NA	0.1	1.0	0.05	0.05	0.05	48.9
West: Site crossover															
10	L2	All MCs	2	1.0	2	1.0	0.007	0.6	LOS A	0.0	0.1	0.33	0.20	0.33	38.0
12	R2	All MCs	3	1.0	3	1.0	0.007	2.0	LOS A	0.0	0.1	0.33	0.20	0.33	18.3
Approach			5	1.0	5	1.0	0.007	1.4	LOS A	0.0	0.1	0.33	0.20	0.33	31.5
All Vehicles			460	1.4	460	1.4	0.205	0.3	NA	0.1	1.0	0.03	0.04	0.03	49.0

2037 Base AM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	27	4.0	27	4.0	0.047	64.6	LOS E	1.3	9.1	0.70	0.66	0.70	25.5
2	T1	All MCs	73	2.0	73	2.0	*1.495	555.6	LOS F	68.5	484.2	1.00	2.10	3.07	3.3
3	R2	All MCs	654	1.0	654	1.0	1.495	560.1	LOS F	68.5	484.2	1.00	2.03	3.07	6.2
Approach			754	1.2	754	1.2	1.495	541.7	LOS F	68.5	484.2	0.99	1.99	2.98	5.7
East: Canning Hwy															
4	L2	All MCs	67	3.0	67	3.0	1.524	522.7	LOS F	292.1	2114.4	1.00	2.62	3.09	6.3
5	T1	All MCs	2846	4.0	2846	4.0	*1.524	533.8	LOS F	292.1	2114.4	1.00	2.64	3.09	3.4
6	R2	All MCs	123	4.0	123	4.0	*1.485	562.4	LOS F	23.1	167.4	1.00	1.62	3.09	3.3
Approach			3037	4.0	3037	4.0	1.524	534.7	LOS F	292.1	2114.4	1.00	2.60	3.09	3.4
North: Sleat Rd															
7	L2	All MCs	133	4.0	133	4.0	0.933	96.9	LOS F	10.1	73.4	1.00	1.03	1.42	15.0
8	T1	All MCs	33	2.0	33	2.0	*1.043	141.2	LOS F	10.1	73.4	1.00	1.26	1.72	11.1
9	R2	All MCs	117	5.0	117	5.0	1.043	144.8	LOS F	10.1	73.4	1.00	1.26	1.72	1.7
Approach			282	4.2	282	4.2	1.043	121.9	LOS F	10.1	73.4	1.00	1.15	1.58	8.8
West: Canning Hwy															
10	L2	All MCs	109	2.0	109	2.0	1.329	348.0	LOS F	9.1	65.3	1.00	2.17	2.53	0.6
11	T1	All MCs	3780	3.0	3780	3.0	1.329	356.1	LOS F	9.1	65.3	1.00	2.20	2.53	5.3
12	R2	All MCs	21	7.0	21	7.0	0.259	116.3	LOS F	1.6	11.7	1.00	0.71	1.00	16.3
Approach			3911	3.0	3911	3.0	1.329	354.6	LOS F	9.1	65.3	1.00	2.19	2.52	5.1
All Vehicles			7983	3.2	7983	3.2	1.524	432.5	LOS F	292.1	2114.4	1.00	2.29	2.75	4.4

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Canning Hwy															
5	T1	All MCs	2991	4.0	2008	4.0	0.520	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			2991	4.0	2008	4.0	0.520	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
North: Access Crossover															
7	L2	All MCs	14	1.0	14	1.0	0.202	25.9	LOS D	2.1	14.8	0.91	0.94	0.95	8.9
Approach			14	1.0	14	1.0	0.202	25.9	LOS D	2.1	14.8	0.91	0.94	0.95	8.9
West: Canning Hwy															
10	L2	All MCs	7	1.0	7	1.0	0.680	6.0	LOS A	197.6	1418.5	0.00	0.00	0.00	52.0
11	T1	All MCs	3897	3.0	3897	3.0	0.680	0.4	LOS A	200.4	1439.1	0.00	0.00	0.00	59.1
Approach			3904	3.0	3904	3.0	0.680	0.5	NA	200.4	1439.1	0.00	0.00	0.00	59.1
All Vehicles			6908	3.4	5926	4.0	0.680	0.4	NA	200.4	1439.1	0.00	0.00	0.00	59.1

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Base AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	12	1.0	8	1.0	0.111	3.7	LOS A	0.0	0.0	0.00	0.02	0.00	41.3
2	T1	All MCs	294	3.0	206	3.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.8
Approach			305	2.9	214	2.9	0.111	0.1	NA	0.0	0.0	0.00	0.02	0.00	49.7
North: Sleat Rd															
8	T1	All MCs	278	3.0	278	3.0	0.152	0.0	LOS A	6.4	46.2	0.04	0.04	0.04	49.5
9	R2	All MCs	12	1.0	12	1.0	0.152	5.3	LOS A	6.4	46.2	0.04	0.04	0.04	41.3
Approach			289	2.9	289	2.9	0.152	0.3	NA	6.4	46.2	0.04	0.04	0.04	49.1
West: Site crossover															
10	L2	All MCs	4	1.0	4	1.0	0.012	0.6	LOS A	0.1	0.7	0.34	0.20	0.34	38.0
12	R2	All MCs	4	1.0	4	1.0	0.012	2.3	LOS A	0.1	0.7	0.34	0.20	0.34	18.3
Approach			8	1.0	8	1.0	0.012	1.5	LOS A	0.1	0.7	0.34	0.20	0.34	33.1
All Vehicles			603	2.9	512	3.4	0.152	0.2	NA	6.4	46.2	0.03	0.03	0.03	49.1

2037 Base PM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	60	0.0	60	0.0	0.134	46.9	LOS D	3.0	20.9	0.81	0.72	0.81	23.3
2	T1	All MCs	72	3.0	72	3.0	*1.409	460.0	LOS F	38.1	270.3	1.00	1.99	2.99	3.9
3	R2	All MCs	369	1.0	369	1.0	1.409	464.5	LOS F	38.1	270.3	1.00	1.93	2.99	7.1
Approach			501	1.2	501	1.2	1.409	413.9	LOS F	38.1	270.3	0.98	1.79	2.73	6.7
East: Canning Hwy															
4	L2	All MCs	104	0.0	104	0.0	1.438	437.8	LOS F	291.6	2073.9	1.00	2.53	2.98	7.3
5	T1	All MCs	3106	2.0	3106	2.0	*1.438	446.0	LOS F	291.6	2073.9	1.00	2.55	2.99	4.0
6	R2	All MCs	91	4.0	91	4.0	*1.188	288.1	LOS F	11.8	85.5	1.00	1.29	2.34	6.4
Approach			3301	2.0	3301	2.0	1.438	441.4	LOS F	291.6	2073.9	1.00	2.52	2.97	4.1
North: Sleat Rd															
7	L2	All MCs	173	2.0	173	2.0	1.117	196.0	LOS F	10.3	73.4	1.00	1.33	2.02	8.7
8	T1	All MCs	46	0.0	46	0.0	*1.296	346.2	LOS F	10.4	73.4	1.00	1.79	2.64	5.3
9	R2	All MCs	158	1.0	158	1.0	1.296	349.8	LOS F	10.4	73.4	1.00	1.79	2.64	0.7
Approach			377	1.3	377	1.3	1.296	278.9	LOS F	10.4	73.4	1.00	1.58	2.35	4.2
West: Canning Hwy															
10	L2	All MCs	146	1.0	146	1.0	1.000	75.3	LOS E	9.0	65.3	1.00	1.21	1.29	2.8
11	T1	All MCs	3137	4.0	3137	4.0	1.000	80.7	LOS F	9.0	65.3	1.00	1.23	1.29	19.0
12	R2	All MCs	58	3.0	58	3.0	0.755	107.8	LOS F	4.3	31.0	1.00	0.85	1.22	16.3
Approach			3341	3.9	3341	3.9	1.000	80.9	LOS F	9.0	65.3	1.00	1.22	1.29	17.1
All Vehicles			7520	2.7	7520	2.7	1.438	271.3	LOS F	291.6	2073.9	1.00	1.85	2.18	6.5

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Canning Hwy															
5	T1	All MCs	3324	2.0	2343	2.0	0.599	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
Approach			3324	2.0	2343	2.0	0.599	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.4
North: Access Crossover															
7	L2	All MCs	17	1.0	17	1.0	0.139	13.8	LOS B	1.4	9.7	0.84	0.85	0.86	12.0
Approach			17	1.0	17	1.0	0.139	13.8	LOS B	1.4	9.7	0.84	0.85	0.86	12.0
West: Canning Hwy															
10	L2	All MCs	14	1.0	14	1.0	0.585	5.8	LOS A	89.9	650.4	0.00	0.01	0.00	52.2
11	T1	All MCs	3324	4.0	3324	4.0	0.585	0.3	LOS A	91.6	663.1	0.00	0.00	0.00	59.4
Approach			3338	4.0	3338	4.0	0.585	0.3	NA	91.6	663.1	0.00	0.00	0.00	59.3
All Vehicles			6679	3.0	5698	3.5	0.599	0.2	NA	91.6	663.1	0.00	0.00	0.00	59.2

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Base PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	13	1.0	11	0.9	0.141	3.7	LOS A	0.0	0.0	0.00	0.02	0.00	41.3
2	T1	All MCs	296	2.0	262	1.9	0.141	0.0	LOS A	0.0	0.0	0.00	0.02	0.00	49.8
Approach			308	2.0	273	1.8	0.141	0.2	NA	0.0	0.0	0.00	0.02	0.00	49.7
North: Sleat Rd															
8	T1	All MCs	374	1.0	374	1.0	0.200	0.1	LOS A	29.7	210.0	0.04	0.04	0.04	49.6
9	R2	All MCs	13	1.0	13	1.0	0.200	5.6	LOS A	29.7	210.0	0.04	0.04	0.04	41.3
Approach			386	1.0	386	1.0	0.200	0.2	NA	29.7	210.0	0.04	0.04	0.04	49.2
West: Site crossover															
10	L2	All MCs	2	1.0	2	1.0	0.010	0.8	LOS A	0.3	1.8	0.41	0.27	0.41	37.5
12	R2	All MCs	3	1.0	3	1.0	0.010	3.1	LOS A	0.3	1.8	0.41	0.27	0.41	17.7
Approach			5	1.0	5	1.0	0.010	2.2	LOS A	0.3	1.8	0.41	0.27	0.41	30.9
All Vehicles			700	1.4	665	1.5	0.200	0.2	NA	29.7	210.0	0.02	0.03	0.02	49.3

2027 Post Development AM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	18	4.0	18	4.0	0.028	39.5	LOS D	0.8	5.5	0.66	0.64	0.66	27.0
2	T1	All MCs	82	2.0	82	2.0	*1.043	158.9	LOS F	27.0	191.0	1.00	1.31	1.66	10.4
3	R2	All MCs	425	1.0	425	1.0	1.043	163.5	LOS F	27.0	191.0	1.00	1.27	1.66	17.2
Approach			525	1.3	525	1.3	1.043	158.6	LOS F	27.0	191.0	0.99	1.26	1.63	15.0
East: Canning Hwy															
4	L2	All MCs	44	3.0	44	3.0	1.045	115.2	LOS F	104.5	756.2	1.00	1.35	1.45	20.5
5	T1	All MCs	1851	4.0	1851	4.0	*1.045	125.1	LOS F	104.5	756.2	1.00	1.36	1.46	13.1
6	R2	All MCs	115	4.0	115	4.0	*0.968	138.0	LOS F	10.4	74.9	1.00	1.06	1.53	13.4
Approach			2009	4.0	2009	4.0	1.045	125.6	LOS F	104.5	756.2	1.00	1.35	1.47	12.1
North: Sleat Rd															
7	L2	All MCs	95	4.0	95	4.0	0.666	79.7	LOS E	7.1	51.4	1.00	0.83	1.06	17.3
8	T1	All MCs	21	2.0	21	2.0	*0.735	77.6	LOS E	8.0	58.2	1.00	0.88	1.12	16.9
9	R2	All MCs	84	5.0	84	5.0	0.735	81.3	LOS F	8.0	58.2	1.00	0.88	1.12	2.9
Approach			200	4.2	200	4.2	0.735	80.2	LOS F	8.0	58.2	1.00	0.85	1.09	12.2
West: Canning Hwy															
10	L2	All MCs	72	2.0	72	2.0	0.901	48.3	LOS D	9.1	65.3	0.99	0.97	1.06	4.4
11	T1	All MCs	2457	3.0	2457	3.0	0.901	54.6	LOS D	9.1	65.3	0.99	0.97	1.06	25.6
12	R2	All MCs	22	7.0	22	7.0	0.190	106.3	LOS F	1.6	11.8	0.98	0.71	0.98	17.0
Approach			2551	3.0	2551	3.0	0.901	54.9	LOS D	9.1	65.3	0.99	0.97	1.06	22.4
All Vehicles			5285	3.2	5285	3.2	1.045	93.1	LOS F	104.5	756.2	0.99	1.13	1.27	16.0

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Canning Hwy															
5	T1	All MCs	1953	4.0	1873	4.0	0.485	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			1953	4.0	1873	4.0	0.485	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
North: Access Crossover															
7	L2	All MCs	22	1.0	22	1.0	0.096	6.2	LOS A	1.4	9.7	0.67	0.67	0.67	15.4
Approach			22	1.0	22	1.0	0.096	6.2	LOS A	1.4	9.7	0.67	0.67	0.67	15.4
West: Canning Hwy															
10	L2	All MCs	42	1.0	42	1.0	0.448	5.7	LOS A	50.5	362.2	0.00	0.03	0.00	52.1
11	T1	All MCs	2528	3.0	2528	3.0	0.448	0.2	LOS A	52.0	373.6	0.00	0.01	0.00	59.5
Approach			2571	3.0	2571	3.0	0.448	0.3	NA	52.0	373.6	0.00	0.01	0.00	59.3
All Vehicles			4545	3.4	4465	3.5	0.485	0.2	NA	52.0	373.6	0.00	0.01	0.00	59.3

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	81	1.0	80	1.0	0.139	3.7	LOS A	0.0	0.0	0.00	0.16	0.00	38.2
2	T1	All MCs	187	3.0	185	3.0	0.139	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	48.6
Approach			268	2.4	265	2.4	0.139	1.1	NA	0.0	0.0	0.00	0.16	0.00	47.4
North: Sleat Rd															
8	T1	All MCs	179	3.0	179	3.0	0.156	0.4	LOS A	0.5	3.5	0.20	0.20	0.20	47.7
9	R2	All MCs	47	1.0	47	1.0	0.156	5.6	LOS A	0.5	3.5	0.20	0.20	0.20	40.1
Approach			226	2.6	226	2.6	0.156	1.5	NA	0.5	3.5	0.20	0.20	0.20	45.7
West: Site crossover															
10	L2	All MCs	14	1.0	14	1.0	0.040	0.6	LOS A	0.1	0.9	0.33	0.23	0.33	38.0
12	R2	All MCs	21	1.0	21	1.0	0.040	2.1	LOS A	0.1	0.9	0.33	0.23	0.33	18.3
Approach			35	1.0	35	1.0	0.040	1.5	LOS A	0.1	0.9	0.33	0.23	0.33	31.4
All Vehicles			529	2.4	526	2.4	0.156	1.3	NA	0.5	3.5	0.11	0.18	0.11	45.6

2027 Post Development PM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	39	0.0	39	0.0	0.083	36.2	LOS D	1.7	12.2	0.74	0.69	0.74	25.5
2	T1	All MCs	55	3.0	55	3.0	*0.941	89.1	LOS F	12.1	85.7	1.00	1.10	1.45	14.5
3	R2	All MCs	240	1.0	240	1.0	0.941	93.7	LOS F	12.1	85.7	1.00	1.08	1.45	22.6
Approach			334	1.2	334	1.2	0.941	86.2	LOS F	12.1	85.7	0.97	1.04	1.37	21.6
East: Canning Hwy															
4	L2	All MCs	67	0.0	67	0.0	0.948	52.0	LOS D	80.7	574.0	1.00	1.03	1.13	31.7
5	T1	All MCs	2020	2.0	2020	2.0	*0.948	57.7	LOS E	80.7	574.0	1.00	1.04	1.14	23.7
6	R2	All MCs	67	4.0	67	4.0	0.884	111.1	LOS F	5.2	37.9	1.00	0.94	1.43	15.4
Approach			2155	2.0	2155	2.0	0.948	59.2	LOS E	80.7	574.0	1.00	1.04	1.15	21.1
North: Sleat Rd															
7	L2	All MCs	147	2.0	147	2.0	0.880	82.8	LOS F	10.3	73.4	1.00	0.98	1.31	16.8
8	T1	All MCs	31	0.0	31	0.0	*0.983	102.2	LOS F	10.4	73.4	1.00	1.17	1.55	14.0
9	R2	All MCs	137	1.0	137	1.0	0.983	105.9	LOS F	10.4	73.4	1.00	1.17	1.55	2.2
Approach			315	1.4	315	1.4	0.983	94.7	LOS F	10.4	73.4	1.00	1.08	1.44	10.6
West: Canning Hwy															
10	L2	All MCs	95	1.0	95	1.0	0.665	24.8	LOS C	9.0	65.3	0.74	0.70	0.74	8.5
11	T1	All MCs	2040	4.0	2040	4.0	0.665	26.0	LOS C	9.0	65.3	0.74	0.68	0.74	36.6
12	R2	All MCs	73	3.0	73	3.0	*0.947	110.5	LOS F	6.0	42.8	1.00	1.00	1.57	14.7
Approach			2207	3.8	2207	3.8	0.947	28.7	LOS C	9.0	65.3	0.75	0.70	0.77	31.6
All Vehicles			5011	2.7	5011	2.7	0.983	49.8	LOS D	80.7	574.0	0.89	0.89	1.01	23.6

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Canning Hwy															
5	T1	All MCs	2196	2.0	2196	2.0	0.562	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach			2196	2.0	2196	2.0	0.562	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.5
North: Access Crossover															
7	L2	All MCs	52	1.0	52	1.0	0.185	5.1	LOS A	1.7	11.7	0.63	0.65	0.66	16.1
Approach			52	1.0	52	1.0	0.185	5.1	LOS A	1.7	11.7	0.63	0.65	0.66	16.1
West: Canning Hwy															
10	L2	All MCs	22	1.0	22	1.0	0.382	5.7	LOS A	22.7	164.1	0.00	0.02	0.00	52.3
11	T1	All MCs	2156	4.0	2156	4.0	0.382	0.1	LOS A	24.5	177.4	0.00	0.01	0.00	59.6
Approach			2178	4.0	2178	4.0	0.382	0.2	NA	24.5	177.4	0.00	0.01	0.00	59.5
All Vehicles			4425	3.0	4425	3.0	0.562	0.2	NA	24.5	177.4	0.01	0.01	0.01	59.1

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2027 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	29	1.0	29	1.0	0.112	3.7	LOS A	0.0	0.0	0.00	0.07	0.00	40.1
2	T1	All MCs	187	2.0	187	2.0	0.112	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	49.3
Approach			217	1.9	217	1.9	0.112	0.5	NA	0.0	0.0	0.00	0.07	0.00	48.9
North: Sleat Rd															
8	T1	All MCs	242	1.0	242	1.0	0.139	0.1	LOS A	4.0	28.3	0.08	0.08	0.08	49.1
9	R2	All MCs	22	1.0	22	1.0	0.139	5.4	LOS A	4.0	28.3	0.08	0.08	0.08	41.0
Approach			264	1.0	264	1.0	0.139	0.6	NA	4.0	28.3	0.08	0.08	0.08	48.2
West: Site crossover															
10	L2	All MCs	38	1.0	38	1.0	0.184	0.7	LOS A	1.2	8.5	0.39	0.30	0.39	37.8
12	R2	All MCs	73	1.0	73	1.0	0.184	2.5	LOS A	1.2	8.5	0.39	0.30	0.39	18.0
Approach			111	1.0	111	1.0	0.184	1.9	LOS A	1.2	8.5	0.39	0.30	0.39	30.1
All Vehicles			592	1.3	592	1.3	0.184	0.8	NA	4.0	28.3	0.11	0.12	0.11	45.5

2037 Post Development AM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 150 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	27	4.0	27	4.0	0.045	65.1	LOS E	1.2	8.9	0.69	0.66	0.69	26.0
2	T1	All MCs	107	2.0	107	2.0	*1.565	619.4	LOS F	75.4	533.9	1.00	2.25	3.24	3.0
3	R2	All MCs	654	1.0	654	1.0	1.565	624.0	LOS F	75.4	533.9	1.00	2.14	3.24	5.6
Approach			788	1.2	788	1.2	1.565	604.0	LOS F	75.4	533.9	0.99	2.11	3.15	5.0
East: Canning Hwy															
4	L2	All MCs	67	3.0	67	3.0	1.578	572.7	LOS F	306.2	2216.1	1.00	2.73	3.22	5.8
5	T1	All MCs	2846	4.0	2846	4.0	*1.578	584.2	LOS F	306.2	2216.1	1.00	2.75	3.22	3.1
6	R2	All MCs	158	4.0	158	4.0	*1.481	557.9	LOS F	29.5	213.5	1.00	1.73	3.06	3.4
Approach			3072	4.0	3072	4.0	1.578	582.6	LOS F	306.2	2216.1	1.00	2.69	3.21	3.1
North: Sleat Rd															
7	L2	All MCs	141	4.0	141	4.0	0.992	115.9	LOS F	10.1	73.4	1.00	1.11	1.57	13.2
8	T1	All MCs	33	2.0	33	2.0	*1.102	185.7	LOS F	10.1	73.4	1.00	1.37	1.91	8.9
9	R2	All MCs	125	5.0	125	5.0	1.102	189.4	LOS F	10.1	73.4	1.00	1.37	1.91	1.3
Approach			299	4.2	299	4.2	1.102	154.3	LOS F	10.1	73.4	1.00	1.25	1.75	7.2
West: Canning Hwy															
10	L2	All MCs	109	2.0	109	2.0	1.367	382.8	LOS F	9.1	65.3	1.00	2.26	2.65	0.6
11	T1	All MCs	3780	3.0	3780	3.0	1.367	391.2	LOS F	9.1	65.3	1.00	2.29	2.65	4.9
12	R2	All MCs	29	7.0	29	7.0	0.282	114.7	LOS F	2.2	16.0	0.99	0.72	0.99	16.7
Approach			3919	3.0	3919	3.0	1.367	388.9	LOS F	9.1	65.3	1.00	2.28	2.64	4.7
All Vehicles			8078	3.2	8078	3.2	1.578	474.9	LOS F	306.2	2216.1	1.00	2.38	2.87	4.0

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Canning Hwy															
5	T1	All MCs	2999	4.0	1945	4.0	0.504	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.6
Approach			2999	4.0	1945	4.0	0.504	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.6
North: Access Crossover															
7	L2	All MCs	22	1.0	22	1.0	0.301	25.1	LOS D	3.6	25.2	0.92	0.96	0.99	9.1
Approach			22	1.0	22	1.0	0.301	25.1	LOS D	3.6	25.2	0.92	0.96	0.99	9.1
West: Canning Hwy															
10	L2	All MCs	42	1.0	42	1.0	0.687	6.0	LOS A	205.2	1472.3	0.00	0.02	0.00	51.8
11	T1	All MCs	3897	3.0	3897	3.0	0.687	0.5	LOS A	209.5	1504.4	0.00	0.01	0.00	59.0
Approach			3939	3.0	3939	3.0	0.687	0.5	NA	209.5	1504.4	0.00	0.01	0.00	58.9
All Vehicles			6960	3.4	5906	4.0	0.687	0.4	NA	209.5	1504.4	0.00	0.01	0.00	58.9

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Post Development AM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	81	1.0	55	1.0	0.133	3.7	LOS A	0.0	0.0	0.00	0.12	0.00	39.2
2	T1	All MCs	294	3.0	200	3.0	0.133	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	49.0
Approach			375	2.6	256	2.6	0.133	0.8	NA	0.0	0.0	0.00	0.12	0.00	48.2
North: Sleat Rd															
8	T1	All MCs	278	3.0	278	3.0	0.177	0.3	LOS A	10.6	75.6	0.15	0.15	0.15	48.3
9	R2	All MCs	47	1.0	47	1.0	0.177	5.6	LOS A	10.6	75.6	0.15	0.15	0.15	40.5
Approach			325	2.7	325	2.7	0.177	1.0	NA	10.6	75.6	0.15	0.15	0.15	46.8
West: Site crossover															
10	L2	All MCs	14	1.0	14	1.0	0.059	0.7	LOS A	0.8	5.6	0.38	0.27	0.38	37.7
12	R2	All MCs	21	1.0	21	1.0	0.059	2.7	LOS A	0.8	5.6	0.38	0.27	0.38	17.9
Approach			35	1.0	35	1.0	0.059	1.9	LOS A	0.8	5.6	0.38	0.27	0.38	31.1
All Vehicles			735	2.6	616	3.1	0.177	1.0	NA	10.6	75.6	0.10	0.14	0.10	46.6

2037 Post Development PM Peak Hour

MOVEMENT SUMMARY

Site: 101 [Canning Hwy / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 140 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	60	0.0	60	0.0	0.134	48.3	LOS D	3.0	21.0	0.81	0.72	0.81	23.3
2	T1	All MCs	80	3.0	80	3.0	*1.435	484.3	LOS F	39.8	282.5	1.00	2.04	3.06	3.7
3	R2	All MCs	369	1.0	369	1.0	1.435	488.9	LOS F	39.8	282.5	1.00	1.97	3.07	6.8
Approach			509	1.2	509	1.2	1.435	436.3	LOS F	39.8	282.5	0.98	1.83	2.80	6.4
East: Canning Hwy															
4	L2	All MCs	104	0.0	104	0.0	1.459	456.9	LOS F	297.6	2116.9	1.00	2.58	3.05	7.1
5	T1	All MCs	3106	2.0	3106	2.0	*1.459	465.3	LOS F	297.6	2116.9	1.00	2.60	3.05	3.9
6	R2	All MCs	99	4.0	99	4.0	*1.299	385.9	LOS F	15.2	109.8	1.00	1.42	2.70	4.8
Approach			3309	2.0	3309	2.0	1.459	462.7	LOS F	297.6	2116.9	1.00	2.57	3.04	3.9
North: Sleat Rd															
7	L2	All MCs	207	2.0	207	2.0	1.239	299.1	LOS F	10.3	73.4	1.00	1.53	2.44	6.0
8	T1	All MCs	46	0.0	46	0.0	*1.403	439.9	LOS F	10.4	73.4	1.00	2.01	2.97	4.2
9	R2	All MCs	193	1.0	193	1.0	1.403	443.6	LOS F	10.4	73.4	1.00	2.01	2.97	0.6
Approach			446	1.4	446	1.4	1.403	376.1	LOS F	10.4	73.4	1.00	1.79	2.72	3.1
West: Canning Hwy															
10	L2	All MCs	146	1.0	146	1.0	1.022	89.0	LOS F	9.0	65.3	1.00	1.28	1.37	2.4
11	T1	All MCs	3137	4.0	3137	4.0	1.022	94.6	LOS F	9.0	65.3	1.00	1.29	1.38	16.8
12	R2	All MCs	93	3.0	93	3.0	1.208	301.1	LOS F	9.1	65.3	1.00	1.31	2.40	6.4
Approach			3376	3.8	3376	3.8	1.208	100.0	LOS F	9.1	65.3	1.00	1.29	1.41	14.6
All Vehicles			7641	2.7	7641	2.7	1.459	295.6	LOS F	297.6	2116.9	1.00	1.91	2.28	6.0

MOVEMENT SUMMARY

Site: 201 [Access crossover / Canning Hwy (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Canning Hwy															
5	T1	All MCs	3359	2.0	2328	2.0	0.596	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.4
Approach			3359	2.0	2328	2.0	0.596	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.4
North: Access Crossover															
7	L2	All MCs	52	1.0	52	1.0	0.420	16.0	LOS C	4.4	30.8	0.88	0.97	1.03	11.3
Approach			52	1.0	52	1.0	0.420	16.0	LOS C	4.4	30.8	0.88	0.97	1.03	11.3
West: Canning Hwy															
10	L2	All MCs	22	1.0	22	1.0	0.587	5.8	LOS A	92.4	668.6	0.00	0.01	0.00	52.1
11	T1	All MCs	3324	4.0	3324	4.0	0.587	0.3	LOS A	97.1	703.2	0.00	0.00	0.00	59.3
Approach			3346	4.0	3346	4.0	0.587	0.3	NA	97.1	703.2	0.00	0.00	0.00	59.3
All Vehicles			6757	3.0	5726	3.5	0.596	0.4	NA	97.1	703.2	0.01	0.01	0.01	58.8

MOVEMENT SUMMARY

Site: 202 [Access crossover / Sleat Rd (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [2037 Post Development PM Peak Hour (Network Folder: General)]

U24.183 - 882 Canning Hwy, Applecross
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Sleat Rd															
1	L2	All MCs	29	1.0	25	0.9	0.142	3.7	LOS A	0.0	0.0	0.00	0.05	0.00	40.7
2	T1	All MCs	296	2.0	250	1.9	0.142	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	49.5
Approach			325	1.9	275	1.8	0.142	0.3	NA	0.0	0.0	0.00	0.05	0.00	49.3
North: Sleat Rd															
8	T1	All MCs	374	1.0	374	1.0	0.207	0.1	LOS A	41.2	290.7	0.06	0.06	0.06	49.3
9	R2	All MCs	22	1.0	22	1.0	0.207	5.7	LOS A	41.2	290.7	0.06	0.06	0.06	41.1
Approach			396	1.0	396	1.0	0.207	0.4	NA	41.2	290.7	0.06	0.06	0.06	48.7
West: Site crossover															
10	L2	All MCs	38	1.0	38	1.0	0.217	1.0	LOS A	8.0	56.5	0.49	0.40	0.49	37.1
12	R2	All MCs	73	1.0	73	1.0	0.217	3.9	LOS A	8.0	56.5	0.49	0.40	0.49	17.1
Approach			111	1.0	111	1.0	0.217	2.9	LOS A	8.0	56.5	0.49	0.40	0.49	29.2
All Vehicles			832	1.4	782	1.4	0.217	0.7	NA	41.2	290.7	0.10	0.11	0.10	46.5

Appendix E: Swept path diagrams

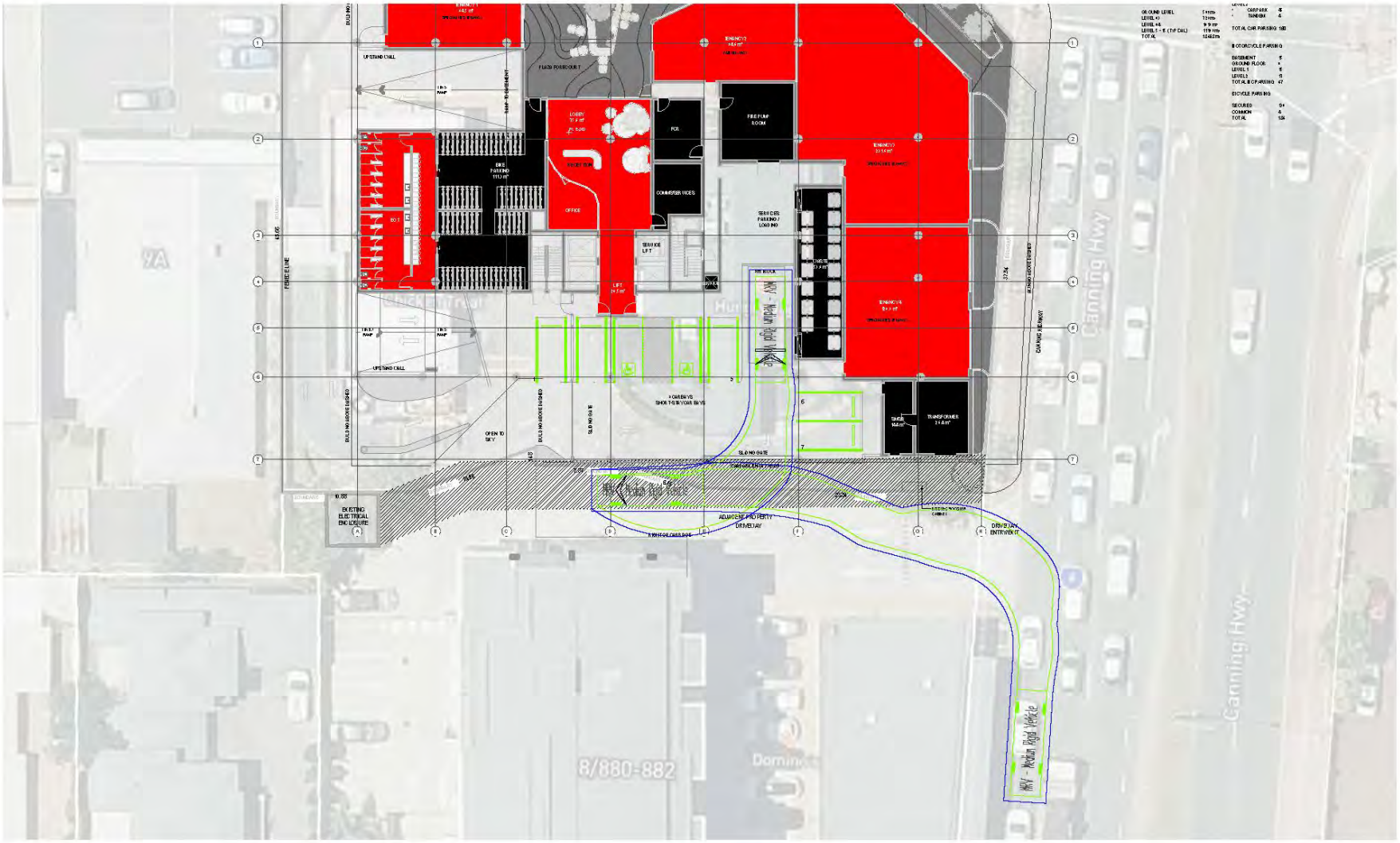
Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a buffer 300mm/500mm line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.



Revision notes:

Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Carcione Nominees Pty Ltd

Project: U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

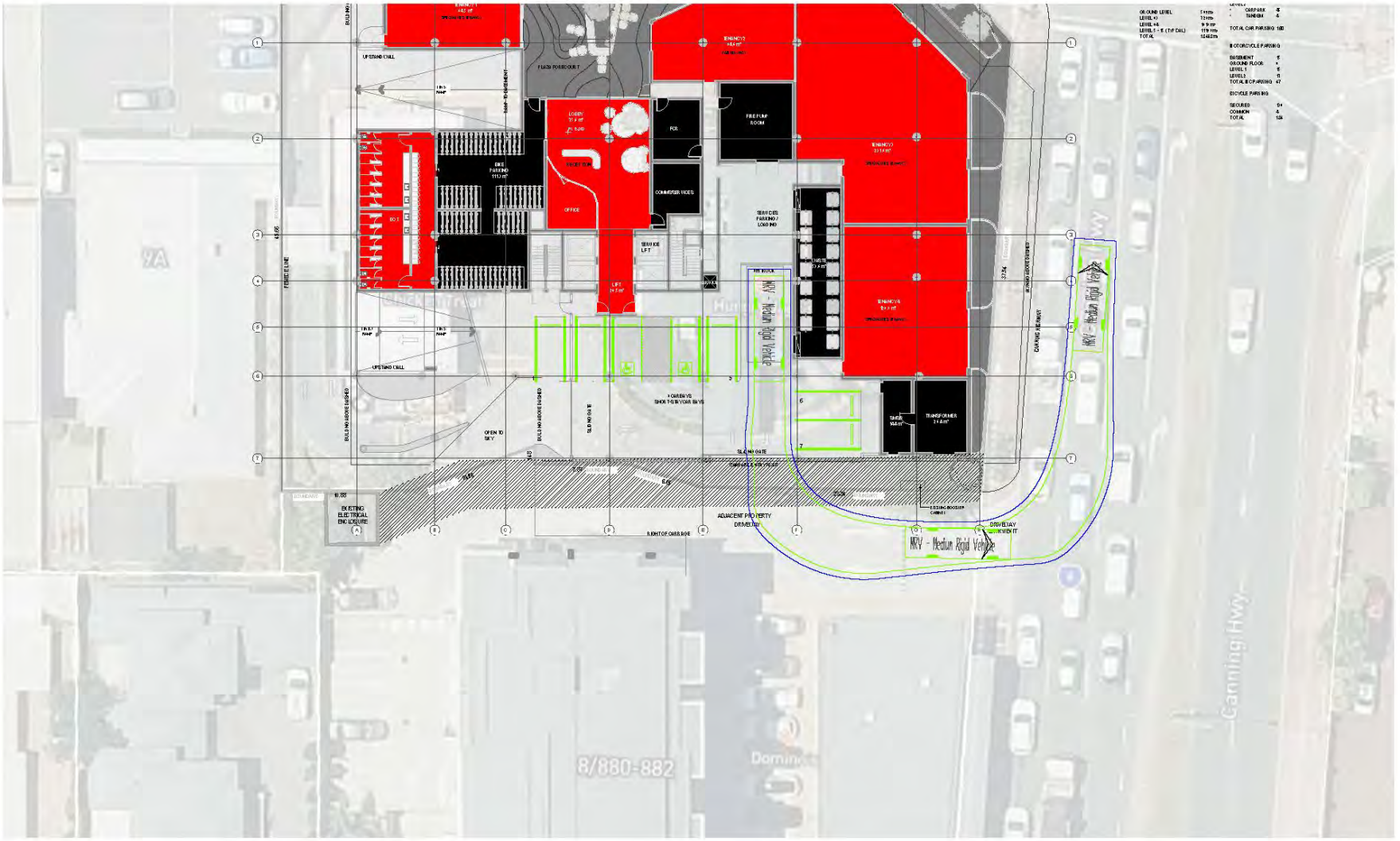
Drawing Title: Swept path analysis - service vehicle entry
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 02/09/2025

Scale @A3: 1:300

Revision: sk01

urbii
Sustainable Transport. Safe Solutions



Revision notes:

Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Carcione Nominees Pty Ltd

Project: U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

Drawing Title: Swept path analysis - service vehicle exit
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

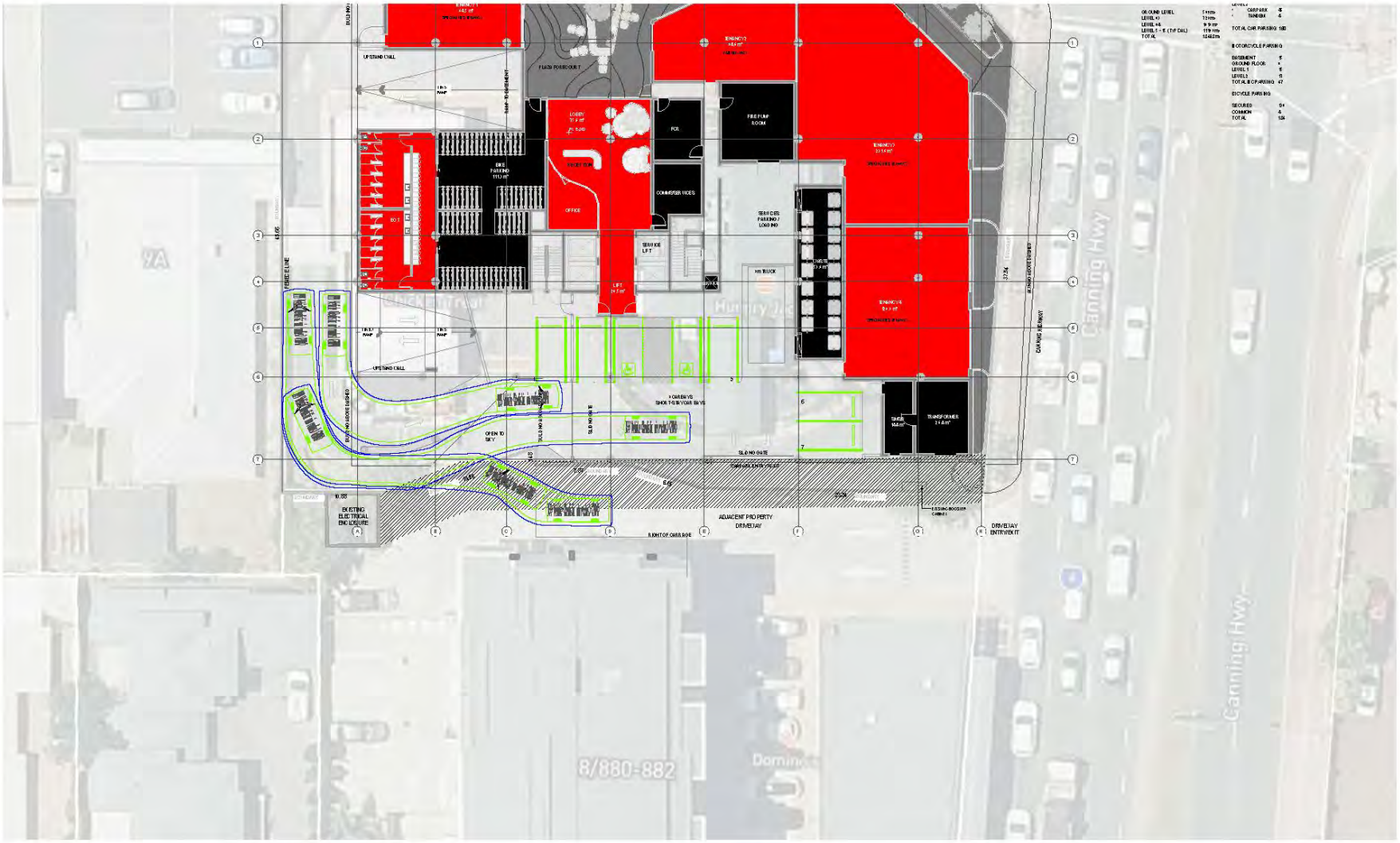
Date: 02/09/2025

Scale @A3: 1:300

Revision: sk02

urbii
Sustainable Transport. Safe Solutions

PO Box 4215, Dalkeith WA 6911
customer@urbii.com.au
0455561154



Revision notes:

Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Carcione Nominees Pty Ltd

Project: U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

Drawing Title: Swept path analysis
AS2890.1 - B99 Vehicle

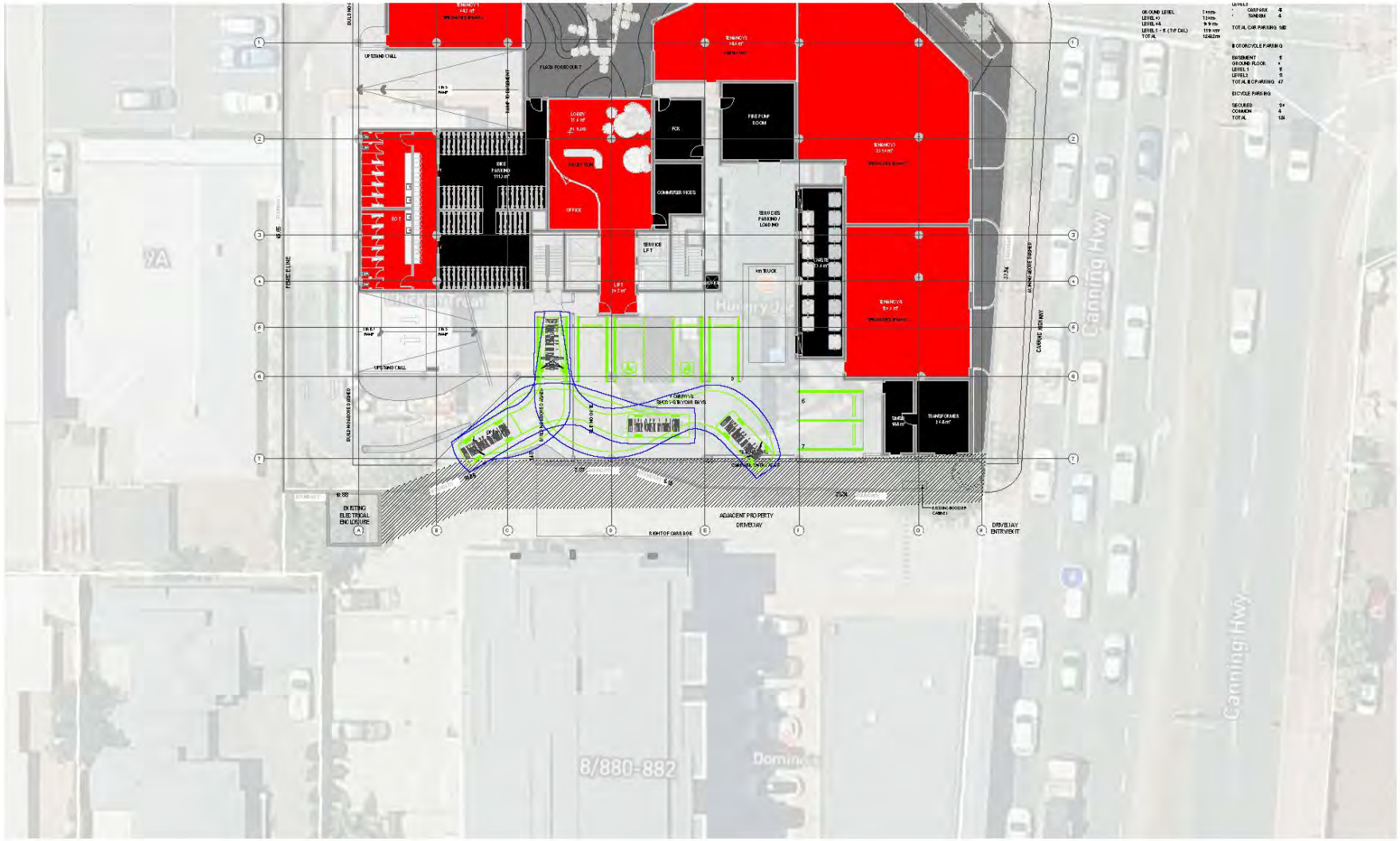
Date: 02/09/2025

Scale @A3: 1:300

Revision: sk03

urbii
Sustainable Transport. Safe Solutions

PO Box 4215, Belmont WA 6911
customer@urbii.com.au
0425958156



Revision notes:

Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Carcione Nominees Pty Ltd

Project: U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

Drawing Title: Swept path analysis
AS2890.1 - B99 Vehicle

Date: 22/10/2025

Scale @A3: 1:300

Revision: sk04

urbii
Sustainable Transport. Safe Solutions

PO Box 8015, Batavia WA 6071
customer@urbii.com.au
0429934816

COMMERCIAL DEVELOPMENT
882 CANNING HWY
APPLECROSS

LANDSCAPE ARCHITECTURE

DEVELOPMENT APPLICATION
NOVEMBER 2025

LANDSCAPE DESIGN

TDL
BEYOND GREEN

LANDSCAPE STRATEGY

KEY DESIGN MOVES

The Landscape response takes cues from the historic legacies of the neighbourhood - the anchient geology and lush residential gardens.

The Tamala limestone has a characteristic organic pattern of permeable air pockets and hollows. The landscape strategy will allow this to inform the general shape, form and texture of elements such as planters, paving and feature materials.

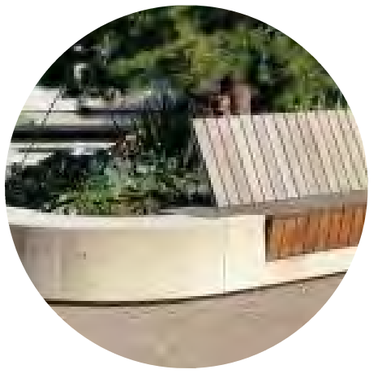
Reference to the iconic Jacaranda lined-streets and garden character of Applecross has shaped the generous areas of planting, which are filled with species that provide stunning blooms, seasonal interest and shelter from climatic conditions.

The communal landscape spaces on ground level and level 3 have been activated with a range of fixed and loose furniture, positioned within the gardens to support a variety of social interactions whilst allowing easy circulation and intuitive way-finding

The meadow-style roof garden on level 3 provides occupants with a unique landscape space. The terrace level is created by a set-down in the structural slab to accommodate a vast shallow profile garden featuring low native shrubs and ground covers. Localised mounding provides soil deep enough for small trees and taller plants, which offer shade, screening, and visual interest. The garden avoids raised edges and barriers, instead using the planting and furniture to frame a series of social spaces.









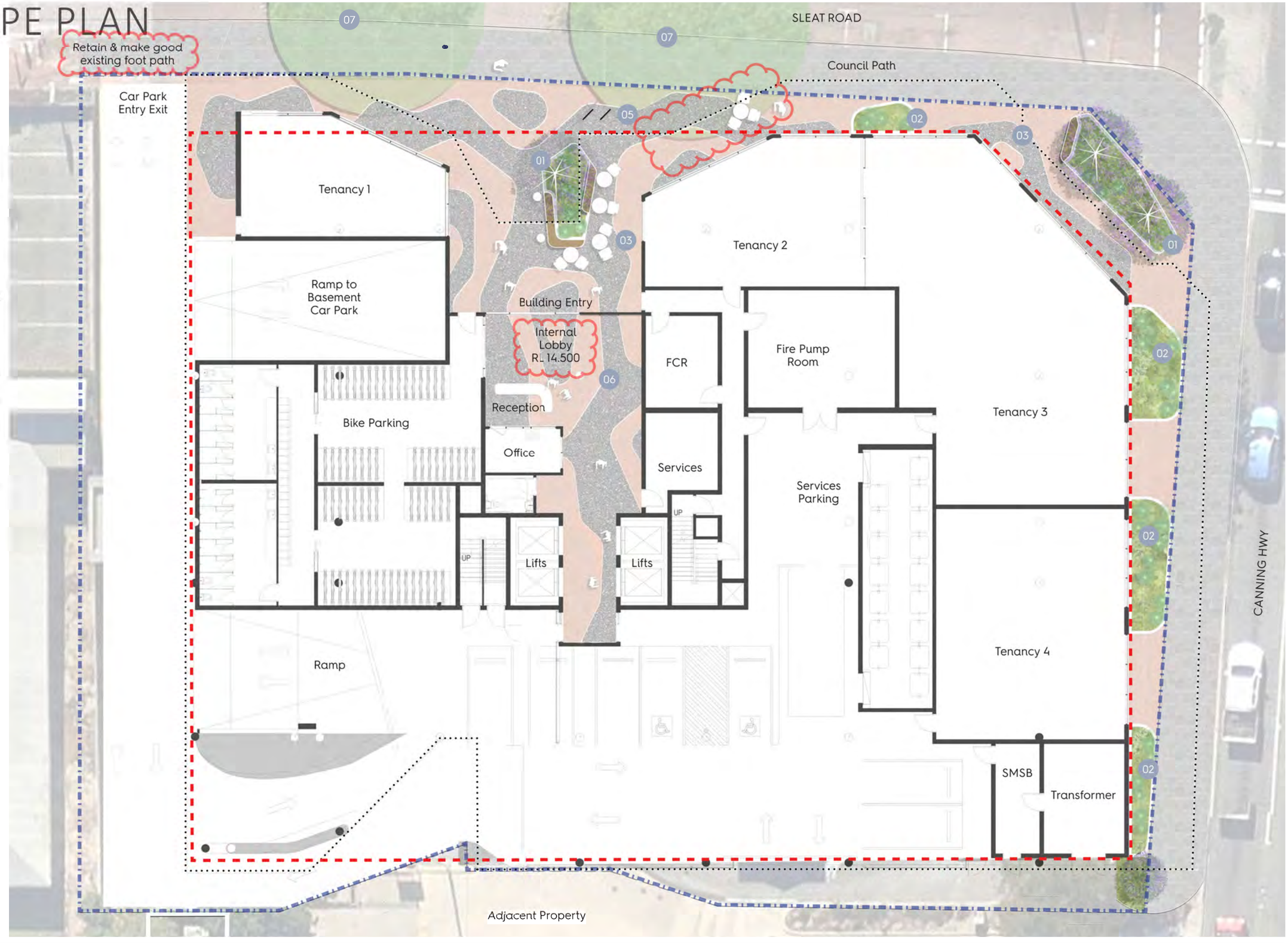


LANDSCAPE PLAN

Ground Level

Legend

- Lot Boundary
- Basement Boundary
- Canopy Line
- 01 Planter with trees
- 02 Planter with low shrubs
- 03 Alfresco Dining Area
- 04 2-tone pixelated paving pattern
- 05 Bike Racks
- 06 Paving inside Lobby
- 07 Existing Street Trees To be Retained Platanus acerifolia (London Plane)
- Existing Street Trees
- Proposed trees

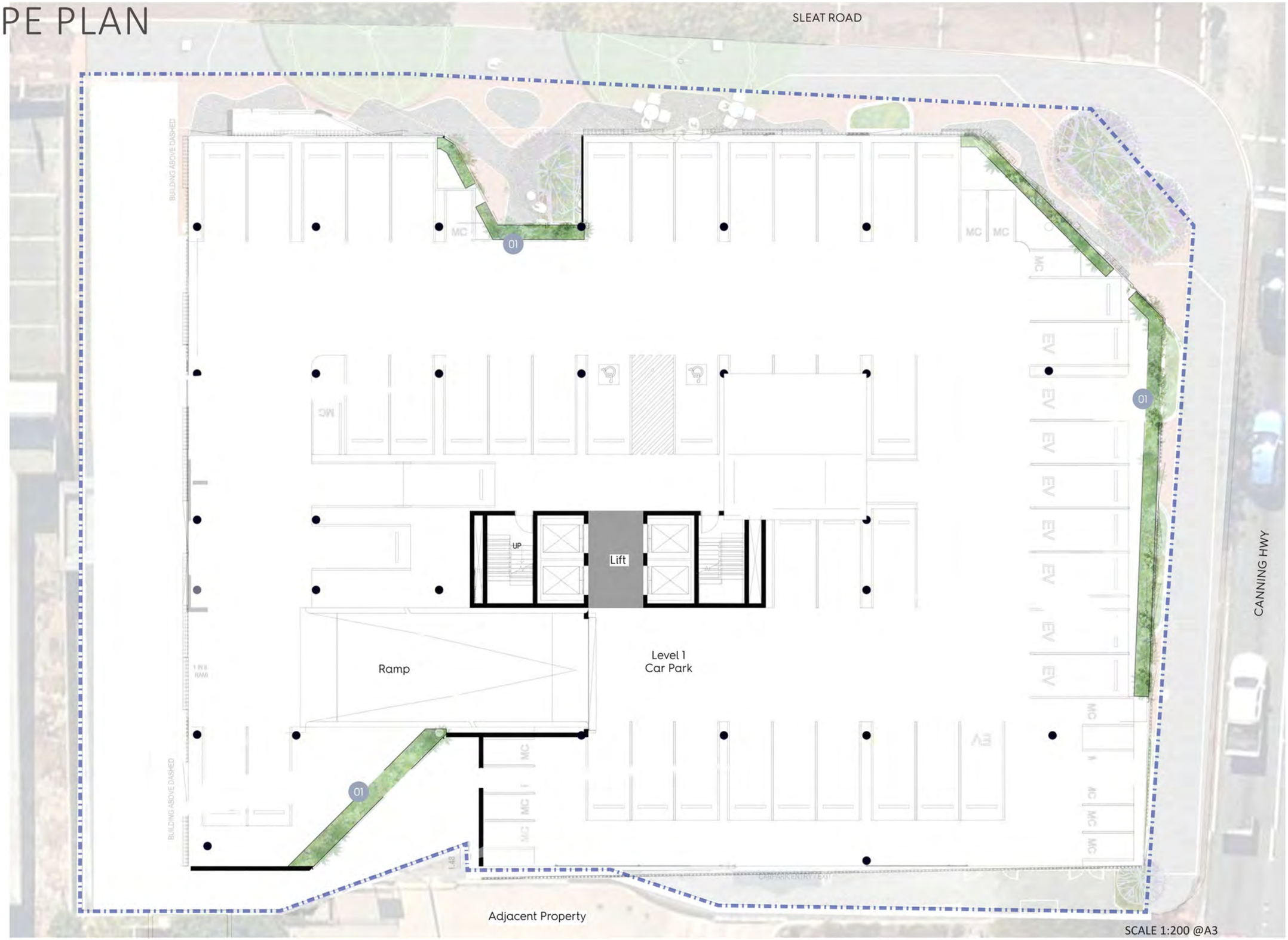


LANDSCAPE PLAN

Level 01 Car park

Legend

- Lot Boundary
- Basement Boundary
- 01 Raised (Balustrade height) planter with climbing and cascading plant mix



SCALE 1:200 @A3

LANDSCAPE PLAN

Level 02 Car park

Legend

- Lot Boundary
- Basement Boundary
- 01 Raised (Balustrade height) planter with climbing and cascading plant mix



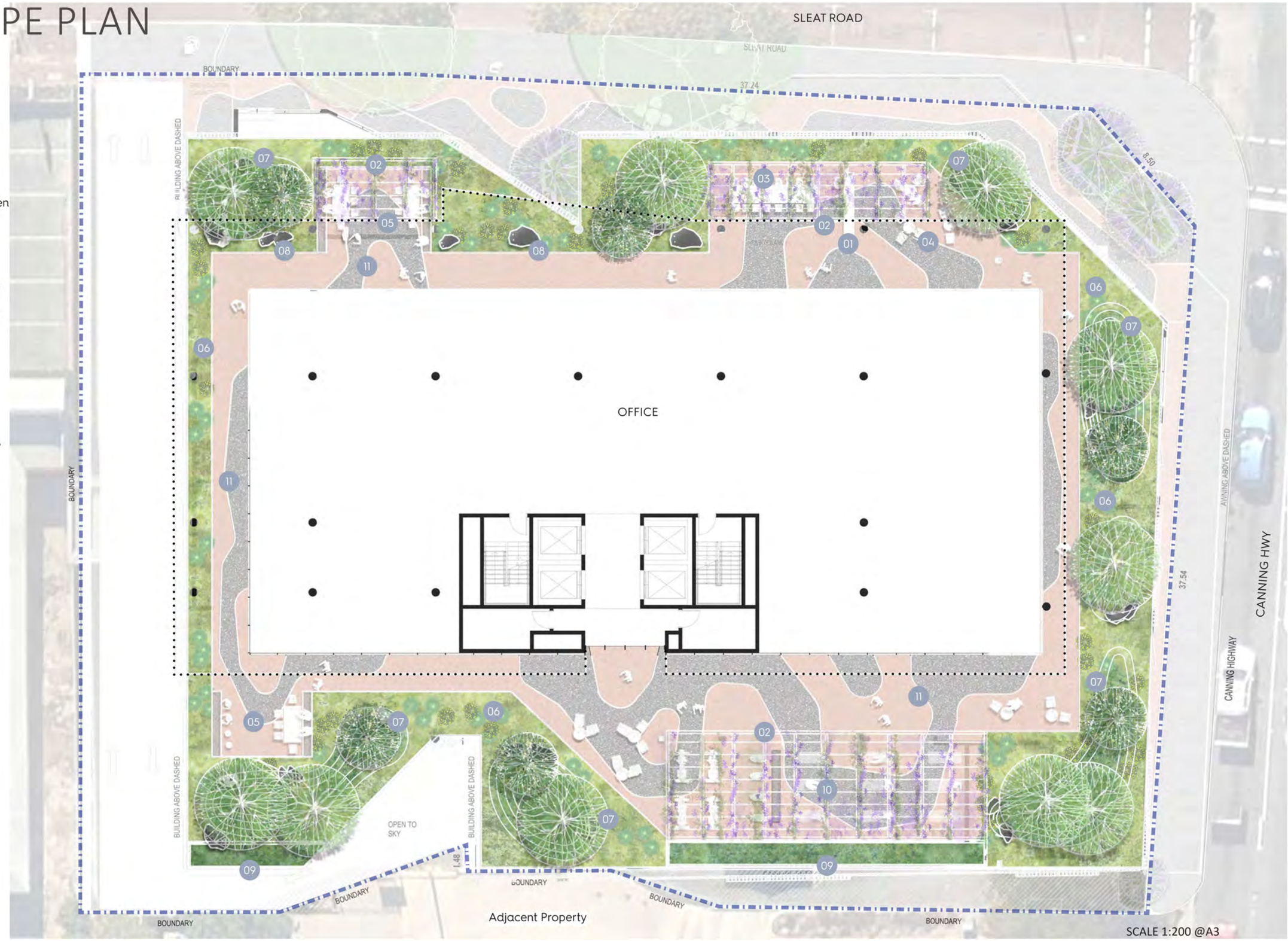
LANDSCAPE PLAN

Level 03 Podium

Legend

- Lot Boundary
- Canopy Line
- 01 BBQ /Outdoor Kitchen
- 02 Arbour / Shelter
- 03 Long Table Social Dining
- 04 Casual Social Space
- 05 Flexible Work Space
- 06 Meadow Planting (Shallow Profile)
- 07 Mounded Planting
- 08 Feature Stone Boulders
- 09 Raised Planter (Balustrade height) with screening plants
- 10 Outdoor Wellness Space (Rowing machines/ Yoga/ Stretch)
- 11 2-tone pixelated paving pattern

Proposed trees



SCALE 1:200 @A3

TDL BEYOND GREEN

COMMERCIAL DEVELOPMENT
882 CANNING HWY, APPLECROSS
DEVELOPMENT APPLICATION

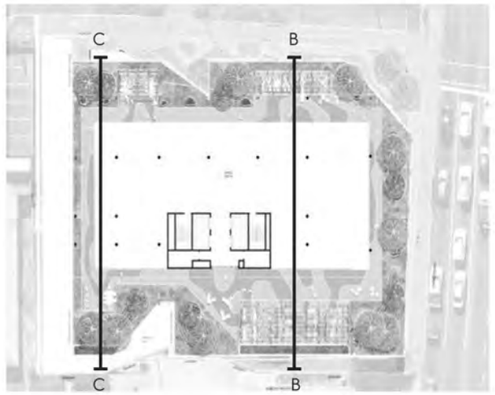
LANDSCAPE QUALITY

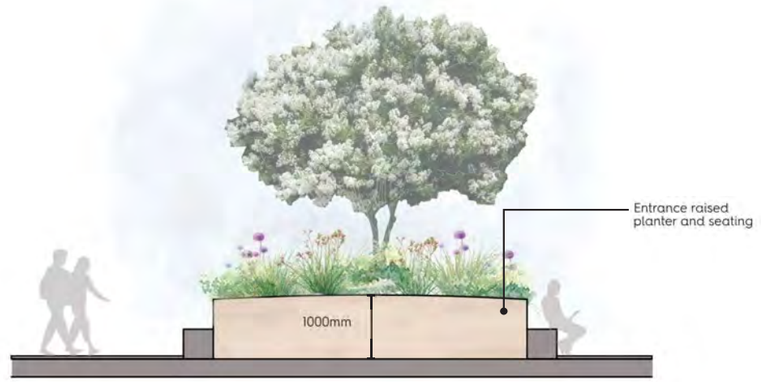
LANDSCAPE SECTIONS

GROUND FLOOR

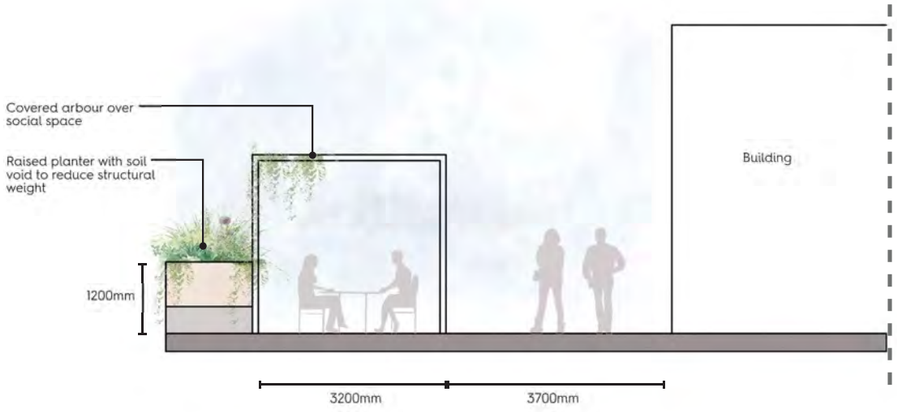


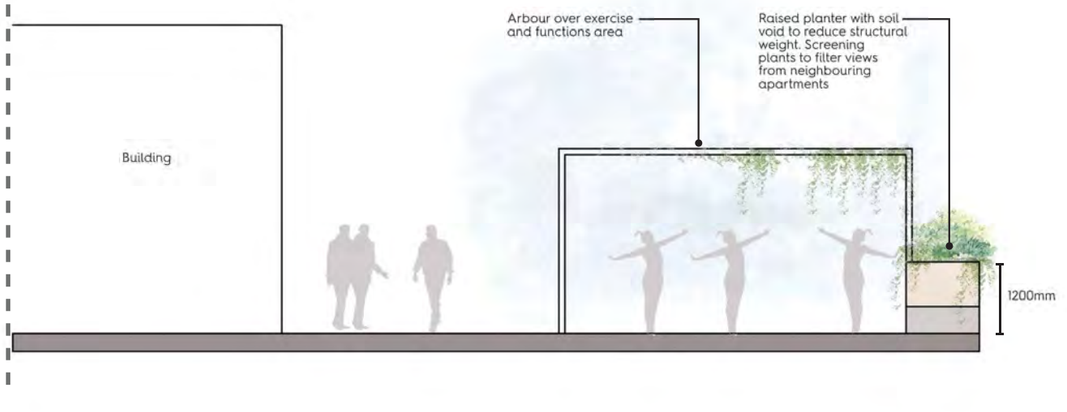
L3 PODIUM





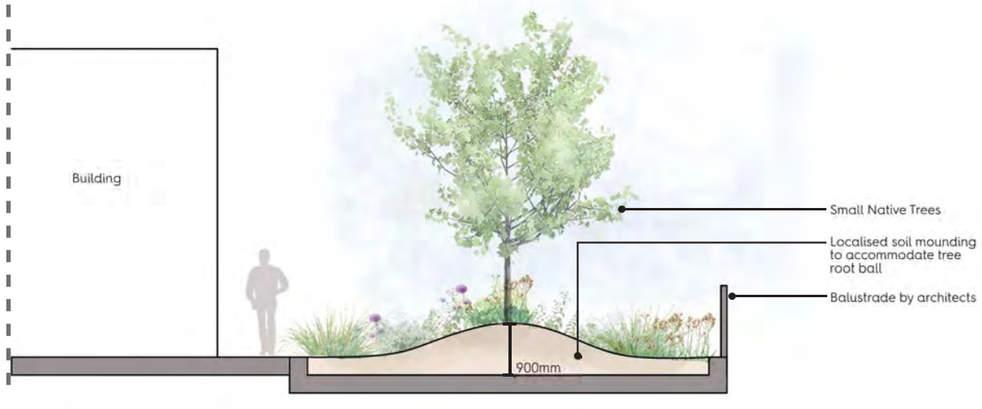
SECTION A-A GROUND FLOOR





SECTION B-B L3 PODIUM





SECTION C-C L3 PODIUM

LANDSCAPE SECTIONS

Landscape Notes

All planting beds are to be fully irrigated and operated off a timed controller with rain sensor shut-off.

Irrigation design to comply with water-wise design principles and the City's tree policy. Detailed irrigation plan to be provided at building license stage.

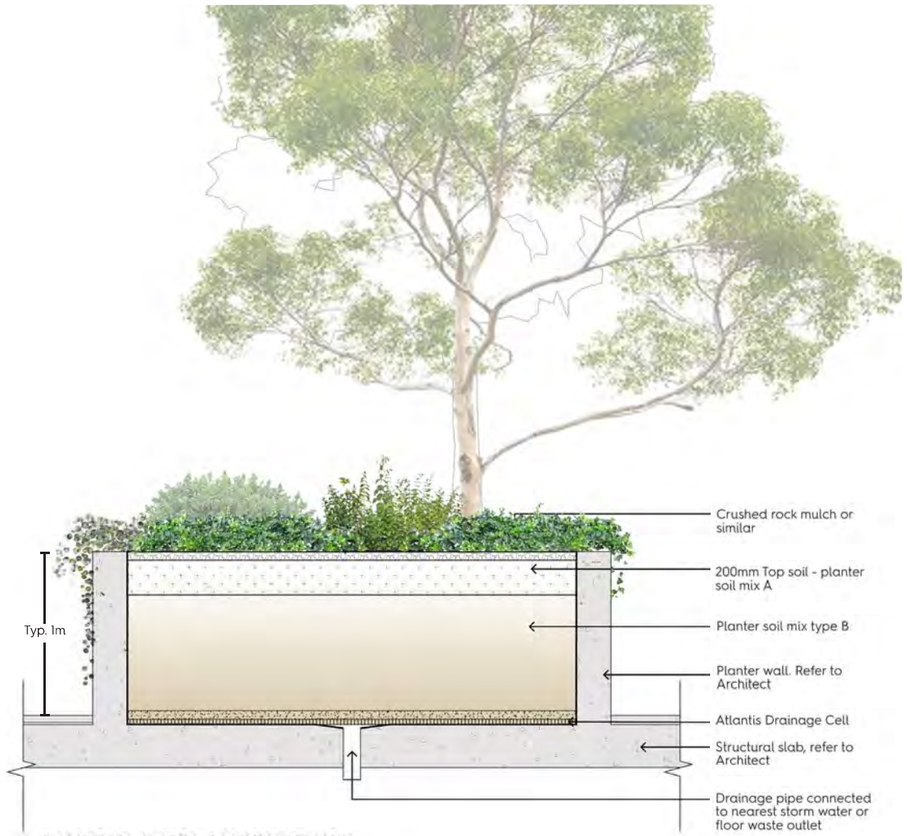
Water efficient irrigation system to be installed to best WSUD practice, using hydro-zoning and water harvesting principals where appropriate.

Additional water-wise design principles employed:

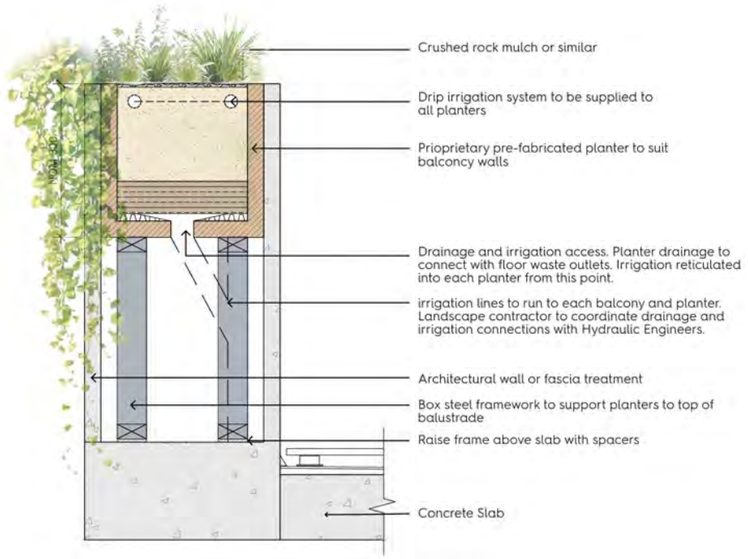
- Low water use plant selection suited to the local soil complex.
- Complete omission of water intensive turf areas.
- Water retention soil preparation.
- Reduction in soil water loss through prescribing course mulch.

Proposed plant distribution rate 4 per m2. Proposed minimum plant pot sizes:

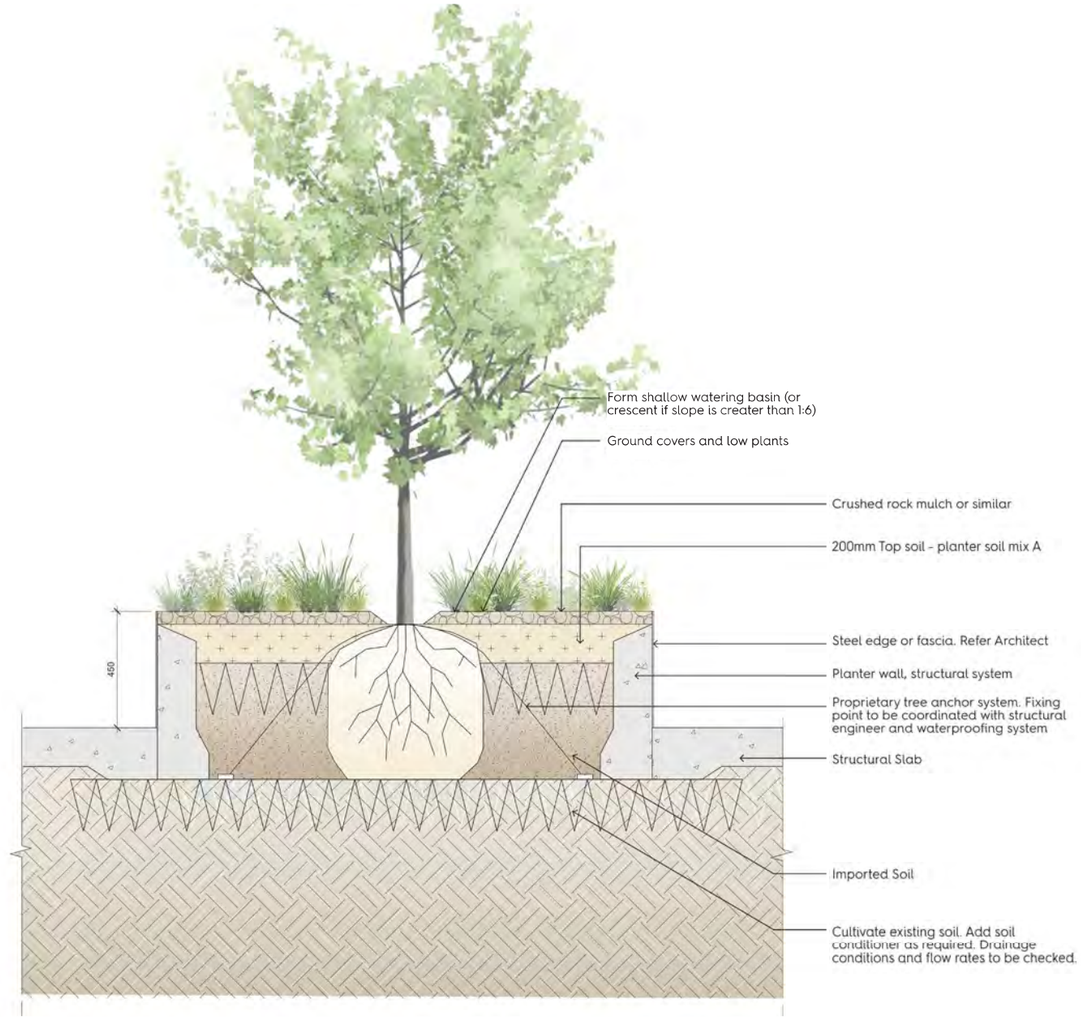
- Small Tree 100L
- Medium 200L
- Shrubs/ground covers 140mm-200mm



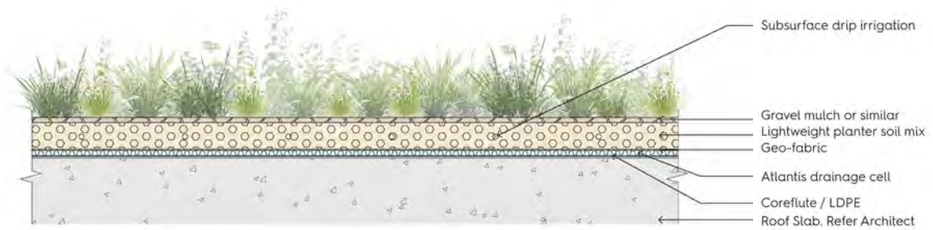
RAISED PLANTER ON STRUCTURE



BALCONY EDGE PLANTER DETAIL



RAISED PLANTER ON DEEP SOIL



SHALLOW PROFILE ROOF PLANTER DETAIL

PLANT PALETTE

STREET INTERFACE



Lagerstroemia indica x fauriei 'Natchez'
Crepe Myrtle



Lagerstroemia indica x fauriei
Zuni Crepe Myrtle



Pittosporum tobira 'Miss Muffett' Dwarf Pittosporum



Rhaphiolepis indica
Indian hawthorn



Grevillea crithmifolia prostrate



Westringia fruticosa
Coastal Rosemary



Festuca glauca
Blue Fescue Grass



Myoporum parvifolium 'Yareena'
Myoporum

SHADE MIX



Asplenium antiquum
Birds Nest Fern



Liriope muscari 'Just Right'
Lily Turf



Hibbertia scandens
Snake Vine



Philodendron bipinnatifidum Xanadu



Trachelospermum asiaticum 'Snow-N-Summer'
Asiatic Jasmine



Melaleuca hederacea
Native Violets



Tristaniopsis luscious
Water Gum

BALCONY MIX



Hibbertia scandens
Snake Vine



Casuarina glauca
'Cousin It '



Hardenbergia comptoniana
Native Wisteria



Acacia saligna prostrate
Golden Wattle



Trachelospermum jasminoides
Chinese Star Jasmine

PLANT PALETTE

LEVEL 3 MEADOW



Hakea francisiana
Emu Tree



Eucalyptus websteriana
Websters Mallee



Eucalyptus foecunda
Fremantle Mallee



Hypocalymma robustum
Swan River Myrtle



Lechenaultia biloba
Blue lechenaultia



Conostylus candicans
Cotton Heads



Kennedia prostrata
Running Postman



Hemiandra pungens
Snakebush



Myoporum parvifolium Yareena
Myoporum



Calothamnus quadrifidus prostrate - One Sided Bottlebrush



Chamelaucium Local Hero
Wax flower



Festuca glauca
Blue Fescue



Westringia fruticosa
Grey Box



Bougainvillea Rijnstar Pink
Bougainvillea



Dampiera diversifolia
Blue Dampiera



Syzygium Resilience
Lilly Pilly



Eremophila glabra
Emu Bush



Banksia integrifolia prostrate
Roller Coaster



Chrysocephalum apiculatum
Clustered Everlasting



Hardenbergia violacea
Happy Wanderer



Acacia cognata Limelight
Bower of Beauty Wattle



Eucalyptus kruseana
Bookleaf Mallee



Dianella tasmanica
Tasmanian Flax Lily



Dichondra repens
Kidney Weed

LANDSCAPE COMPLIANCE

Legend

Total Site Area - 2,616m²

Deep soil Area- 16m²
16m² (Ground floor)

Planting On Structure - 666m²
46m² (Ground floor) + 40m² (Level 1) + 40m² (Level 2) + 540m² (Level 3)

Lot Boundary

Existing Tree to be Retained on site - 0
Existing Trees to be Protected - 2 in Road Reserve adjacent

Small Canopy Tree- 19
3-8m Height x 2-6m Spread (Area per canopy: 12.6m2)

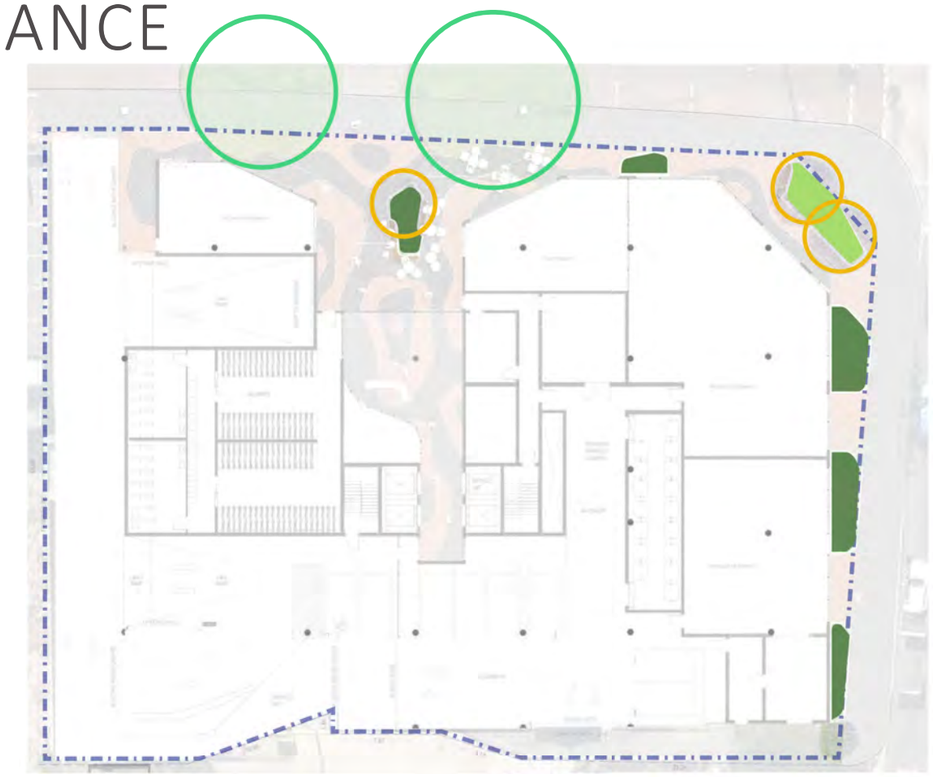
TREE CANOPY AND DEEP SOIL

CRITERIA	SPP7.3 REQUIREMENT	DEVELOPMENT PROPOSAL
Site Area	>1,000m²	2,616m²
Planting On Structure / DSA	523m² (20% of site - on structure)	666m² (25.5% of site - on structure) + 16m² DSA (0.6%) = 26% Total
Tree Canopy	2 Large Trees Equivalent to 2 x 64m² = 128m² Total Canopy	19 Small Trees to suit Proposed Tree Canopy: 239.4m² (9.1% of site)

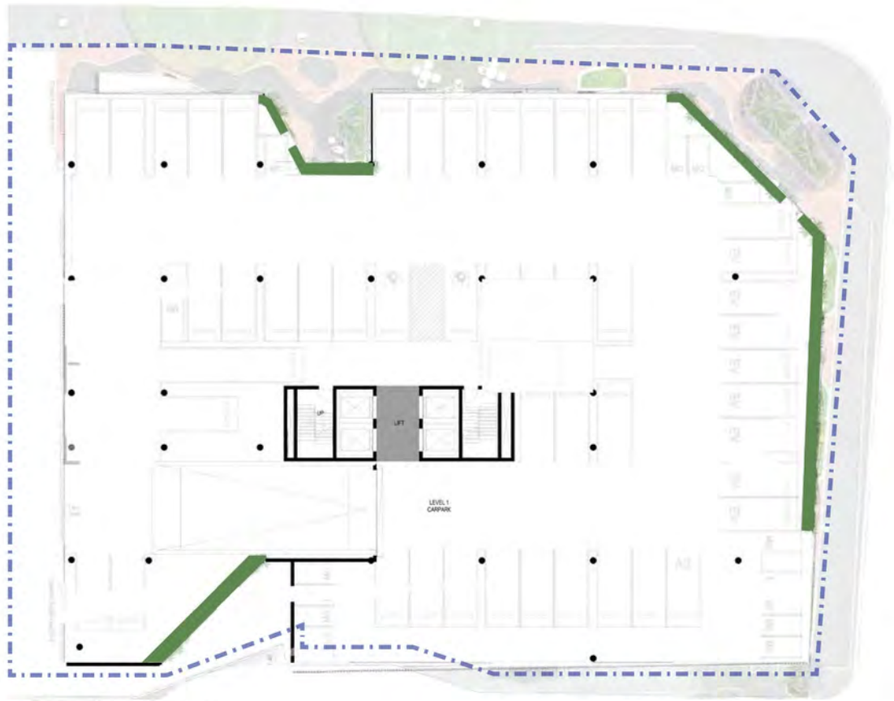
SPP7.3 COMPLIANCE CRITERIA

ACCEPTABLE OUTCOMES
A 3.3.7 Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.

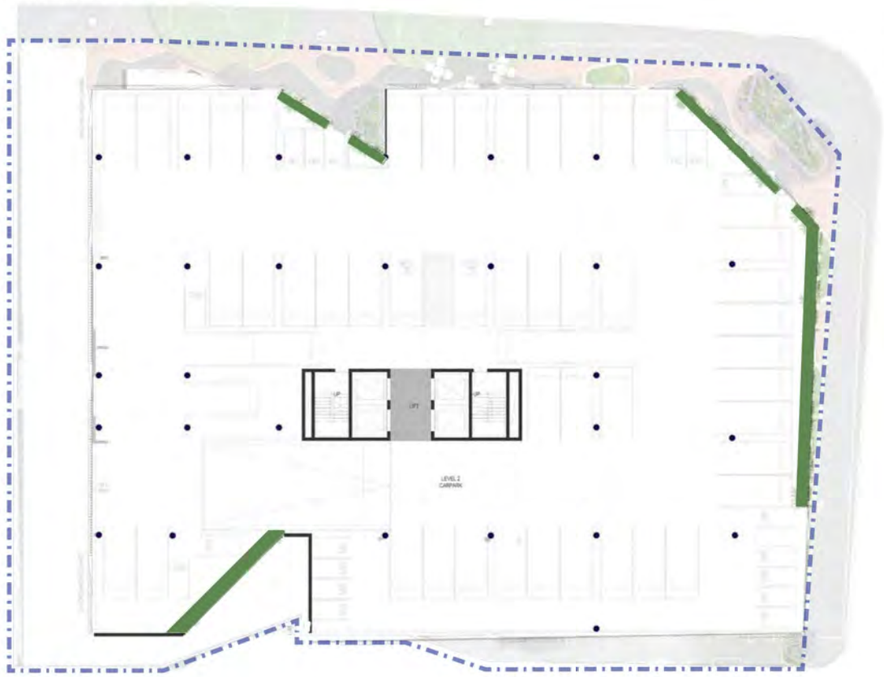
SITE AREA SPP7.3	MIN. DSA SPP 7.3	MIN. TREES SPP7.3
Less than 700m2	10% OR 7% if existing tree(s) retained (% site area)	1 medium tree plus small trees to suit area
700-1000m2		2 medium trees OR 1 large tree and small tress to suit area
Greater than 1,000m²		1 large tree and 1 medium tree for each additional 400m² in excess of 1,000m² OR 1 large tree for each additional 900m² in excess of 1,000m² and small trees to suit area



GROUND LEVEL



LEVEL 01 CAR PARK



LEVEL 02 CAR PARK



LEVEL 03 - PODIUM

LANDSCAPE COMPLIANCE

REFERENCE: CANNING BRIDGE ACTIVITY CENTRE PLAN

Legend

Total Site Area - 2,616m²

Lot Boundary

Vertical Carpark Wall Surface 626 m²
(Vertical Garden wall surface 50% reduction applied – **323m²**)

External Landscape Area

Ground Level	367m²
Level 01	111m²
Level 02	109m²
Level 03	1124m²
Total:	**1711m²**

323 **m²** + 1711**m²** = **2034m2**
Area Required 1962m2 (75%)

75% landscaping requirement as per CBACP achieved

External Landscape Area consists of:
Ground Level:

- Publicly accessible open space
- Deep soil planters with trees
- Raised planters with display gardens
- Furniture & Fixtures
- Paved walkways and Gathering spaces

Carpark Levels:

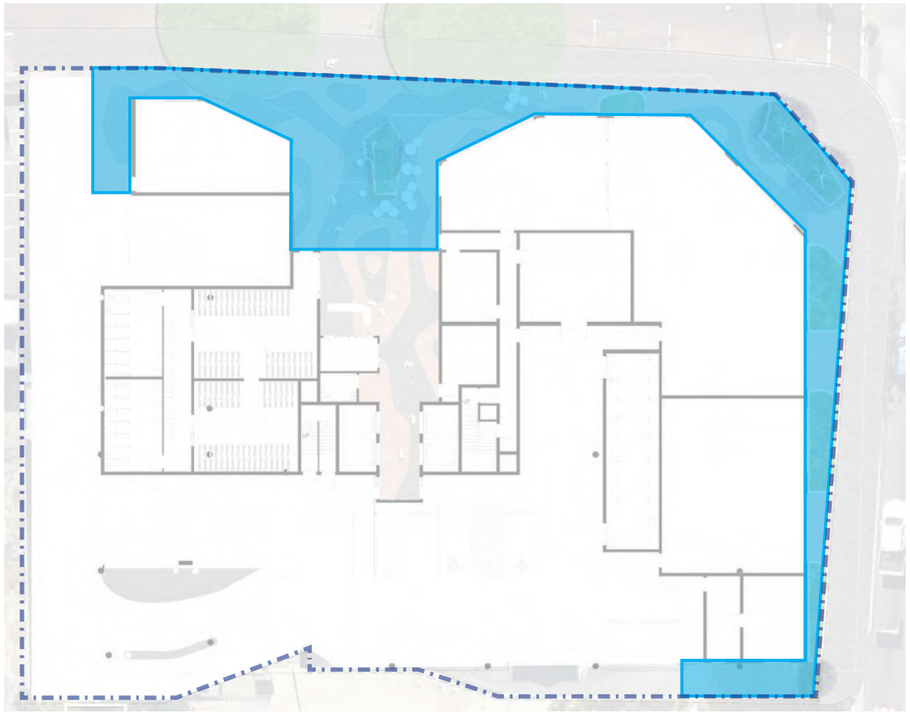
- Raised Planters
- Vertical Gardens to building facade

Podium Level:

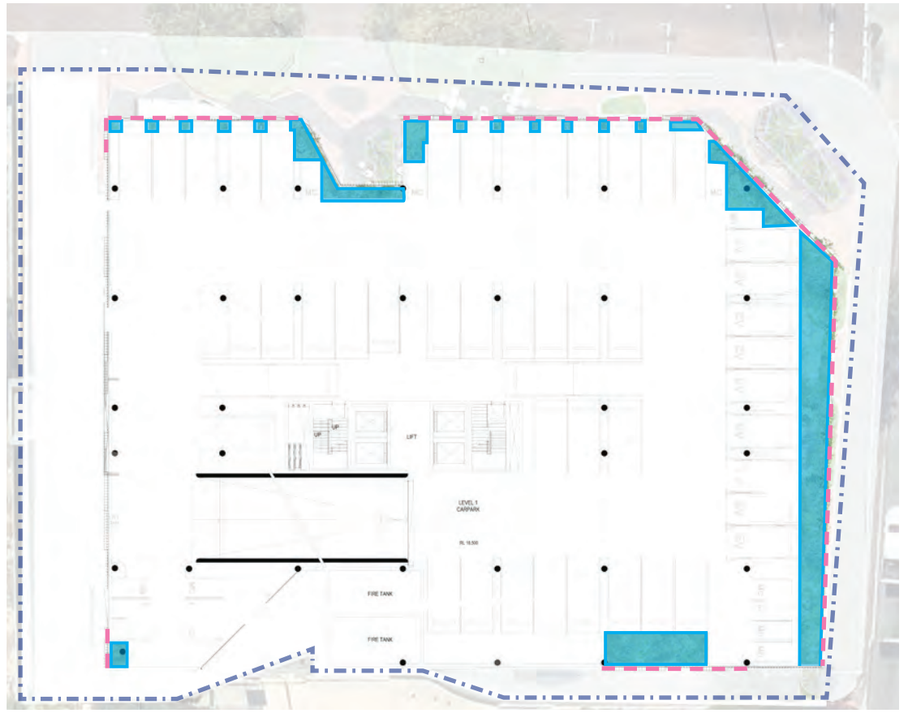
- Communal Open Space
- Paved Walkways and Gathering spaces
- On-structure roof gardens
- Diverse planting palette
- Furniture & Fixtures
- Shade Structures

CBACP COMPLIANCE CRITERIA

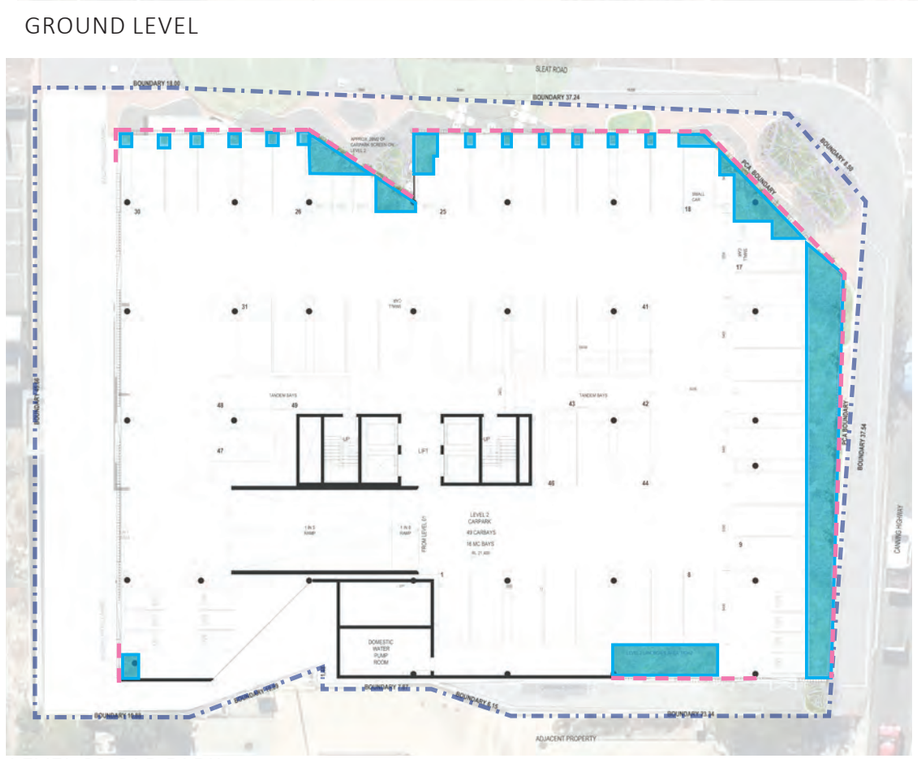
10.3 Notwithstanding Clause 10.1, all development in the M15 and M10 Zone shall provide a minimum area of landscaping equal to 75% of the overall site area. This can be achieved via landscaped rooftop terraces or gardens, green walls, podiums and communal open space areas and does not have to comprise only of vegetated area. Balconies with an area of12m2 or greater shall be included in this area calculation.



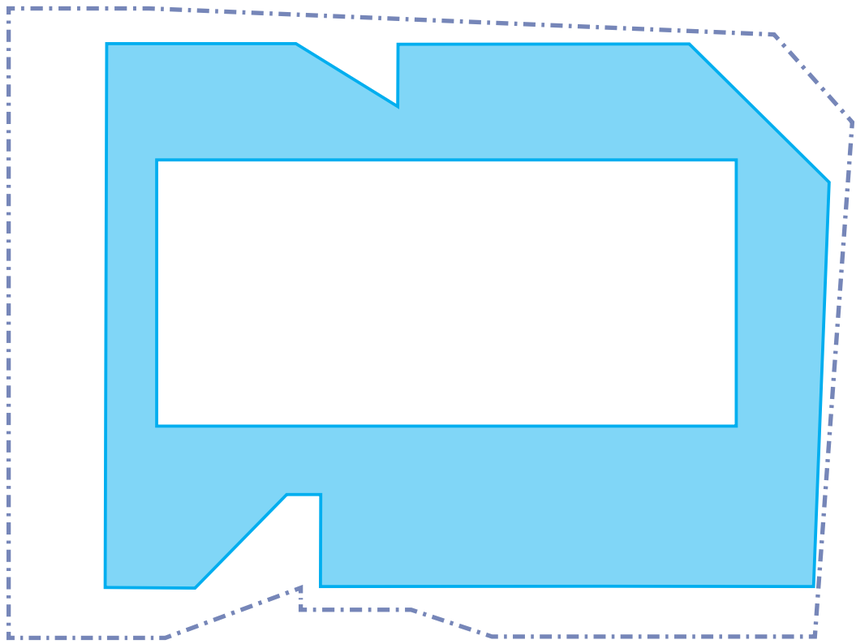
GROUND LEVEL



LEVEL 01 CAR PARK



LEVEL 02 CAR PARK



LEVEL 03 - PODIUM

GABRIELS HEARNE FARRELL

ARCHITECTURAL ACOUSTICS

PROPOSED COMMERCIAL DEVELOPMENT
882 CANNING HIGHWAY

19th August 2025



For

DMG ARCHITECTURE

Level 1 / 1008 Hay Street
PERTH WA 6000

UNIT 3 / 2 HARDY STREET, SOUTH PERTH 6151 **TEL: 9474 5966** **EMAIL:** reception@gabriels.net.au
GABRIELS HEARNE FARRELL PTY LTD ACN 608 956 734 ATF THE GHF UNIT TRUST

CONTENTS PAGE

1. INTRODUCTION 3
1.1 QUALIFICATIONS OF CONSULTANT 3
2. ENVIRONMENTAL NOISE EMISSION 3
2.1 ASSIGNED NOISE LEVELS 3
2.2 ADJUSTMENTS FOR NOISE CHARACTER 4
2.3 PROJECT NOISE SOURCES 4
2.3.1 MECHANICAL SERVICES 5
2.3.2 NOISE FROM VEHICLES IN CARPARKS 5
2.3.3 FIRE PUMPS 5
2.3.4 LOADING BAY DELIVERIES & WASTE MANAGEMENT 6
3. ENVIRONMENTAL NOISE INTRUSION 6
4. INTERNAL ACOUSTICS 7
5. OVERVIEW 7

Report Version	Author	Notes	Date
Initial Report	Michael Ferguson		19th August 2025

Association of Australasian Acoustical Consultants

Gabriels Hearne Farrell Pty Ltd is a Member Firm of the Association of Australasian Acoustical Consultants. The report author is a full Member of the Australian Acoustical Society.

Disclaimer – The information contained within this report is solely for the use of the client identified on the cover page.

The report is based on a specific scope as agreed between Gabriels Hearne Farrell Pty Ltd and the client. Gabriels Hearne Farrell Pty Ltd accepts no liability where this report is used by any third party who may rely upon this document. No section of this report can be used by a third-party without prior approval from the client and Gabriels Hearne Farrell Pty Ltd. This report should not be reproduced or reviewed, except in full.

1. INTRODUCTION

This Development Application report addresses the architectural acoustic issues to be covered during the design and development stages of the proposed Commercial Development, located at 882 Canning Highway, Applecross. This report is based on the design drawings received from the project team on the 8th August 2025.

The purposes of this report is to provide an overview of the acoustic design requirements included in Regulations, Codes, Planning Policies and Australian Standards, relevant to the Development Application stage. It therefore establishes the acoustic requirements for this project, which must then be addressed in the detailed design and construction stages.

1.1 Qualifications of Consultant

The author of this report, Michael Ferguson, has been working for Gabriels Hearne Farrell Pty Ltd (formerly Gabriels Environmental Design Pty Ltd) since the beginning of 2010. He became a full member of the Australian Acoustical Society on the 22nd March, 2014. GHF is also a Member Firm of the Association of Australasian Acoustical Consultants.

2. ENVIRONMENTAL NOISE EMISSION

The Environmental Protection (Noise) Regulations require that potential noise emissions from the development must comply with site specific 'Assigned Levels' at adjacent premises, as established in accordance with Regulations.

2.1 Assigned Noise Levels

The Regulations describe a procedure for establishing the Assigned Levels, based on the traffic flow and land zoning within a 100m radius and 450m radius outer circle, relevant to the reference receiver premises. As indicated in Fig 1 below, there is approximately 53% commercial properties within a 450m radius of the neighbouring receivers (both circles combined), and a major roads within 100m of most adjacent noise sensitive receiver positions. Therefore, the Influencing Factor applicable to the Assigned Noise Levels for this development is +9 dB.



Image 01 - Influencing Factor Radii

The calculated Assigned Levels for receiver properties adjacent to this site are set out below in Table 01 on the following page.

Type of premises receiving noise	Time of day	Assigned Noise Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises; highly sensitive area. (i.e. within 15m of a residential building)	0700 to 1900 hours Monday to Saturday	54	64	74
	0900 to 1900 hours Sunday and public holidays	49	59	74
	1900 to 2200 hours all days	49	59	64
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays.	44	54	64
Commercial Premises	All hours	60	75	80

Table 01 - Assigned Noise Levels for Adjacent Receiver Positions

The sound level parameters used for the various environmental noise criteria are described below, based on an assessment period of 15 minutes up to 4 hours:

L_{A10} is the 'A' weighted noise level which is not to be exceeded for more than 10% of the time, e.g. for more than 10 minutes in 100 minutes. This is the parameter relevant to most HVAC equipment, and emissions from other longer term noise sources that run for extended duration (such as exhaust fans, air-conditioning units etc.).

L_{A1} is the 'A' weighted noise level which is not to be exceeded for more than 1% of the time, e.g. for more than 1 minute in 100 minutes, or up to 24 minutes in 4 hours. This is the parameter relevant to noise sources that only occur occasionally, for short durations, (e.g. fire pump testing, etc.).

L_{Amax} is the 'A' weighted noise level for individual events (e.g. car door closes, car stackers, etc.) which is not to be exceeded at any time.

2.2 Adjustments for Noise Character

In accordance with Regulation 9, sounds with tonal, modulating or impulsive characteristics are deemed to be more annoying, and therefore an adjustment of +5dB is required to be added to the measured level for tonal and modulating characteristics, and +10dB for impulsive characteristics; where measurable at the point of reception.

In accordance with the noise assessment techniques described in the Regulations, noise emission from most mechanical equipment such as condensing units, cooling towers / heat pumps, and exhaust fans etc. are considered tonal and therefore a +5dB adjustment is required to be added the measured (or predicted) level. However during the daytime hours it is feasible that there is enough diversity in the units running, and combined with a higher background noise level tonality may not be measurable and therefore may not be applied during these times.

2.3 Project Noise Sources

Noise sources relevant to this development that may result in emission to neighbouring premises include:

- Mechanical Services, Air conditioning and other HVAC equipment – including condensers, exhaust fans, car park ventilation systems and the like.
- Vehicles in car parking areas
- Fire Pump (if applicable)
- Waste Collection

Each relevant Noise Source is discussed below.

2.3.1 *Mechanical Services*

Potential noise emissions from all mechanical equipment will be addressed in the design and documentation stages, to ensure appropriate mechanical acoustic design and specifications are incorporated, to comply with the relevant 'Assigned Levels'. For HVAC equipment the relevant Assigned Level parameter is L_{A10}, as equipment will typically run for more than 10% of the time, as tabulated below:

Noise Emissions from HVAC Equipment		
	Time of Day	*Relevant Assigned Noise Level*
Daytime - Monday to Saturday	7am to 7pm	L_{A10} 54 dB(A)
Daytime - Sundays & Public Holidays	9am to 7pm	L_{A10} 49 dB(A)
Evening - All Days	7pm to 10pm	L_{A10} 49 dB(A)
Overnight - All Days	All other times from above	L_{A10} 44 dB(A)

Table 02 –Relevant Assigned Noise Levels - HVAC Equipment

As this is largely a commercial development, it is currently assumed that mechanical equipment is likely to only run between the hours of 7am to 10pm, Monday to Saturday, and 9am Sundays and Public Holidays. Therefore, the relevant Assigned Level Criteria to be targeted for compliance is $L_{A10} \leq 49$ dB will apply. Adjustment for tonality will also be considered where relevant, which typically is most mechanical equipment.

For this development, the proposed location of the main air-conditioning plant appears to be located on the roof of the development, within a dedicated plant room. With consideration given to the noise level of the units selected, and assuming standard residential condensing units, it is reasonable that the proposed scenario has the capability of achieving compliance with the Environmental Regulations.

Once the Mechanical Services design is progressed and noise level data becomes available, a detailed assessment will be conducted to ensure compliance with the relevant Assigned Levels. Selection of equipment with inherently low noise operation, and potential use of night setback modes will be considered as part of the design process. Night setback modes are highly recommended if units are proposed to be run outside of the hours mentioned above, as they typically reduce noise emissions by approximately 5dB(A). Meaning that if compliance is achieved with Sunday daytime Assigned Noise Levels, compliance is also achieved during the overnight period with the setback mode activated.

Potential for noise intrusion into the development itself, via the roof / building envelope etc. will also be considered as the design develops. Given the location of the equipment and the assumption of a concrete floor slab to the plant room, this is unlikely to be a concern.

2.3.2 *Noise from Vehicles in Carparks*

Noise emission from vehicle movements in Public Carparks that are open to public access are treated in accordance with the Road Traffic Act (as road traffic noise), and are therefore not addressed by the Environmental Protection (Noise) Regulations. This is consistent with the approach applied to parking facilities at other multi-residential and commercial developments.

However, noise from any ventilation exhaust systems (if proposed) are mechanical in nature and must be assessed for compliance against the Environmental Regulations, as per the previous mechanical services section of this report.

2.3.3 *Fire Pumps*

As per the building HVAC plant, noise emission from a proposed Fire Pump installation must be controlled to meet the relevant Assigned Noise Levels. It should be noted that this is only applicable to the testing of the equipment for maintenance purposes, during actual emergencies compliance with the Regulations is not required.

For fire pumps, we have been previously been advised these maintenance runs are typically less than a 24 minute duration. Therefore, these are assessed against the L_{A1} Assigned Levels, as tabulated below. If the generator must be run for extended duration (> 24 minutes) then the L_{A10} criteria becomes relevant.

Noise Emissions from Fire Pumps		
	Time of Day	*Relevant Assigned Noise Level*
Daytime - Monday to Saturday	7am to 7pm	L_{A1} 64 dB(A)
Daytime - Sundays & Public Holidays	9am to 7pm	L_{A1} 59 dB(A)
Evening - All Days	7pm to 10pm	L_{A1} 59 dB(A)
Overnight - All Days	All other times from above	L_{A1} 54 dB(A)

Table 03 –Relevant Assigned Noise Levels - Fire Pump

It should also be noted that the above Assigned Noise Levels apply to any generators on site, however it is our understanding these are not currently proposed on this project. Further to this, if generators are included in the project then they must also comply with the L_{A10} requirements during power outages, as they are not normally considered a "life safety" device on developments such as this.

When assessing this equipment it is assumed that the testing will only be conducted between 7am and 7pm Monday to Saturday. Equipment selections and relevant noise level data is not yet available for these items. The acoustic design and specification requirements will therefore be determined during the design development and documentation stages of the project, to fully comply with the relevant Assigned Levels. This includes noise emissions from the exhaust outlet pipe, as well as the ventilation of the fire pump room itself, as an escape path for the fire pump engine noise itself.

2.3.4 *Loading Bay Deliveries & Waste Management*

There is currently a proposed loading bay / dock, documented centrally within the building on the ground floor. The entrance to this loading dock is off Canning Highway, with the other three sides fully enclosed by tenancies.

Given the orientation of this loading bay, we do not currently have any concerns regarding potential noise emissions from delivery vehicles to neighbouring properties. Once the development is progressed further, confirmation of this compliance will be undertaken.

With regards to servicing Bin compounds, noise generated by this activity falls under the recently amended part of the Regulations "14A. Waste collection and other works". This section of the Regulations states that the Assigned Levels (Regulation 7) do not apply to a range of 'specified works', including 'the collection of waste'. Provided the waste collection is conducted between 7am to 7pm Monday to Saturday, (or 9am to 7pm Sunday and public holidays), then the activity is deemed to be "Class 1".

3. ENVIRONMENTAL NOISE INTRUSION

The proposed development is located adjacent to Canning Highway, which at this location receives approximately 50,000 vehicles per day. Whilst this is a considerable number of vehicles, the current proposed development consist entirely of commercial tenancies, and is therefore not deemed to be "noise sensitive" in nature.

Given this, there is no requirement for any assessment in accordance with the State Planning Policy 5.4 *"Road and Rail Noise"*.

Information on potential noise intrusion, assessed against the recommended criteria outlined in Australian Standard 2107:2016 *"Acoustics – Recommended design sound levels and reverberation times for building interiors"*, can be provided to the architect at subsequent stages of the project for consideration and inclusion in the project documentation.

4. INTERNAL ACOUSTICS

Part F7: *"Sound Transmission and Insulation"* of the Building Code of Australia (BCA) establishes minimum mandatory requirements for the acoustic performance of buildings.

As this proposed development falls under Class 5, no mandatory requirements apply to this project. Any provisions for internal acoustic performance may be incorporated at the client's discretion.

5. OVERVIEW

At the Development Application stage of this project the relevant acoustic design issues to consider are:

- Requirement for noise emissions to comply with Environmental Protection (Noise) Regulations,
- An assessment of noise intrusion from nearby traffic on major roads in accordance with the State Planning Policy 5.4 is not required, due to the proposed development having no "noise sensitive" habitable spaces.
- There are no building Code requirements for the proposed development in regards to Part F7: *"Sound Transmission and Insulation"*.

This Acoustic Report has addressed each of the project specific acoustic design issues relevant to the Development Application stage.

Further detailed consideration of these issues is required throughout the design development and documentation stages of the project, to ensure compliance with the relevant regulations, codes and acoustic quality standards.

If you have any further queries regarding any of the information contained in this report, please call the undersigned on 9474 5966.

Regards,

Michael Ferguson
Associate Director *B.IntArch(Hons) M.A.A.S.*

GABRIELS HEARNE FARRELL PTY LTD
Member Firm – Association of Australasian Acoustical Consultants

A Unit 3 / 2 Hardy St South Perth WA 6151 **P** (08) 9474 5966
E michael@gabriels.net.au **W** gabriels.net.au **M** 0423 880 388

CITY OF MELVILLE

LOCAL PLANNING POLICY LPP1.10 AMENITY

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



(SOURCE: DMG, PROJECT ARCHITECT)

ABN 43 159 086 405 www.mwurban.com.au planning@mwurban.com.au PO Box 214 North Fremantle WA 6159

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).

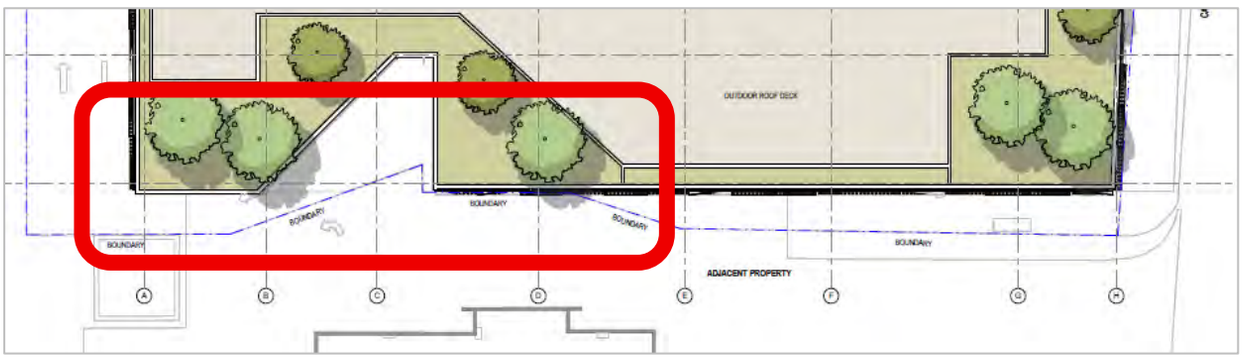


(SOURCE: DMG)

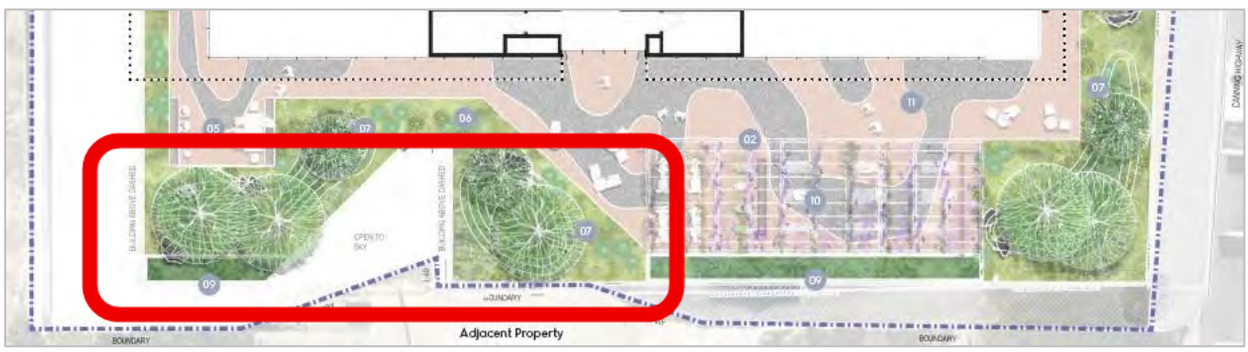




Where there are balconies on the north-east corner of the adjacent apartment building, these will be separated from the proposed development by virtue of the podium deck design and landscaping.



(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)

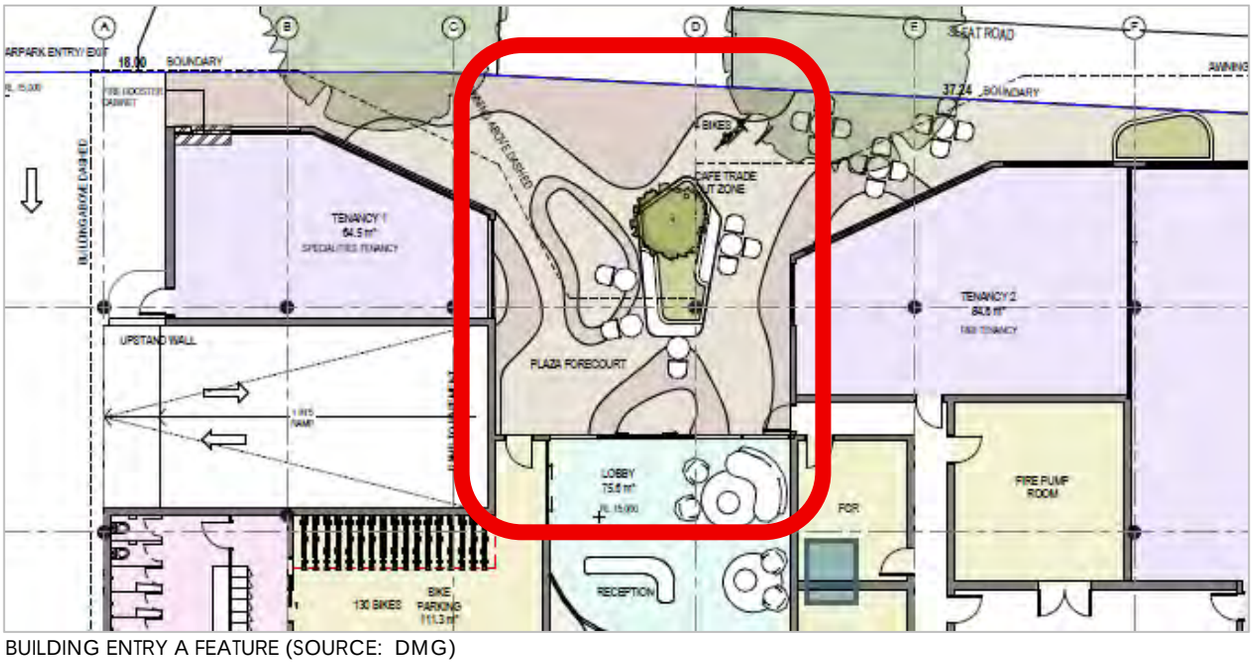
Design Review Panel

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.

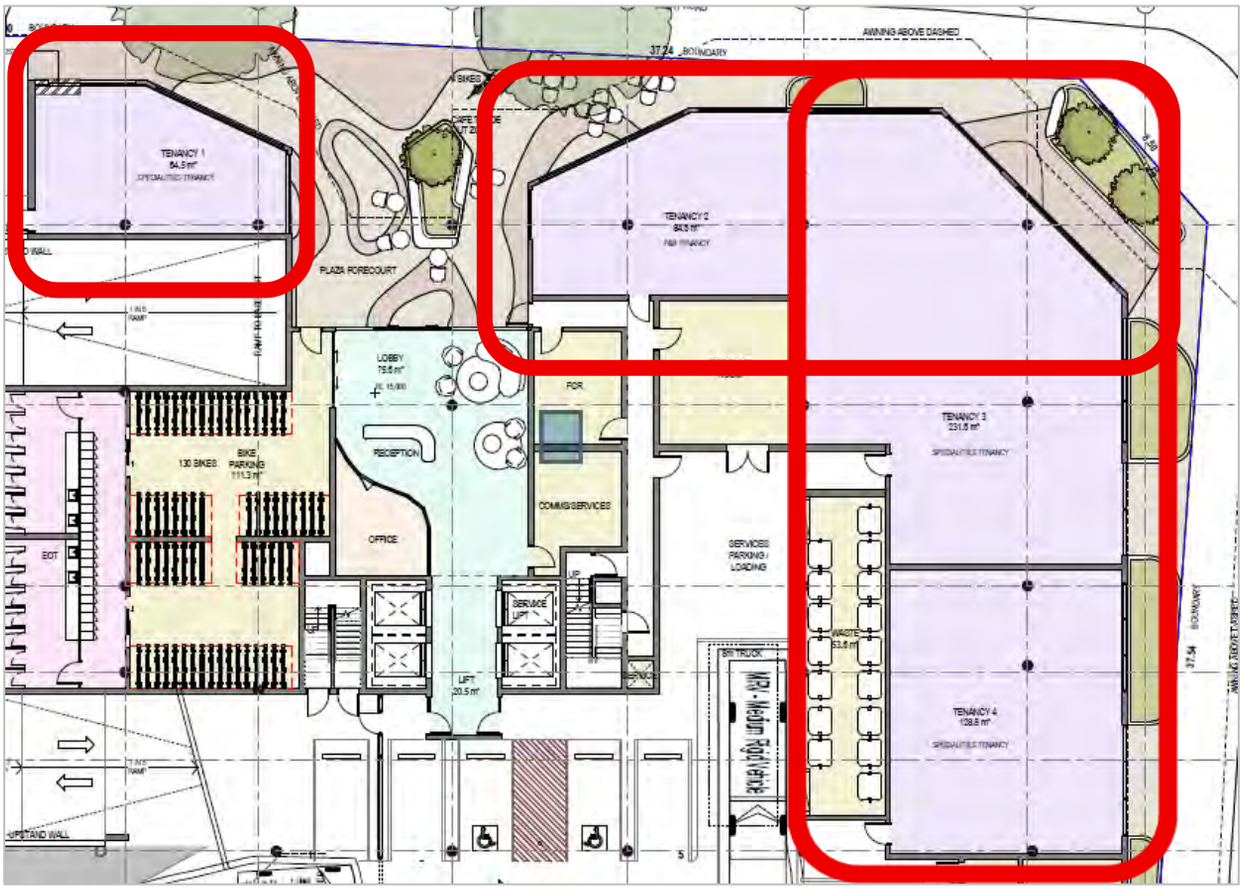


BUILDING ENTRY A FEATURE (SOURCE: DMG)

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

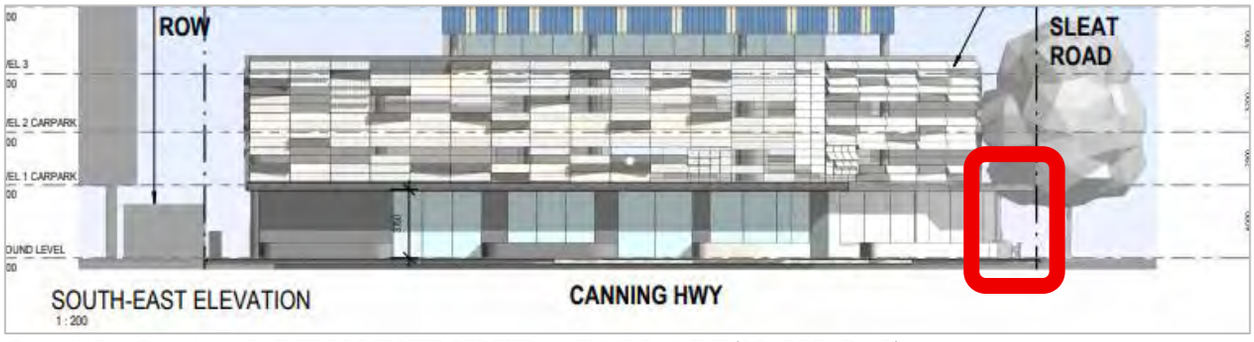
Pedestrian environment to be <u>substantially enhanced</u> via weather protection (street awnings) viz a viz the existing situation (photos below).





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)

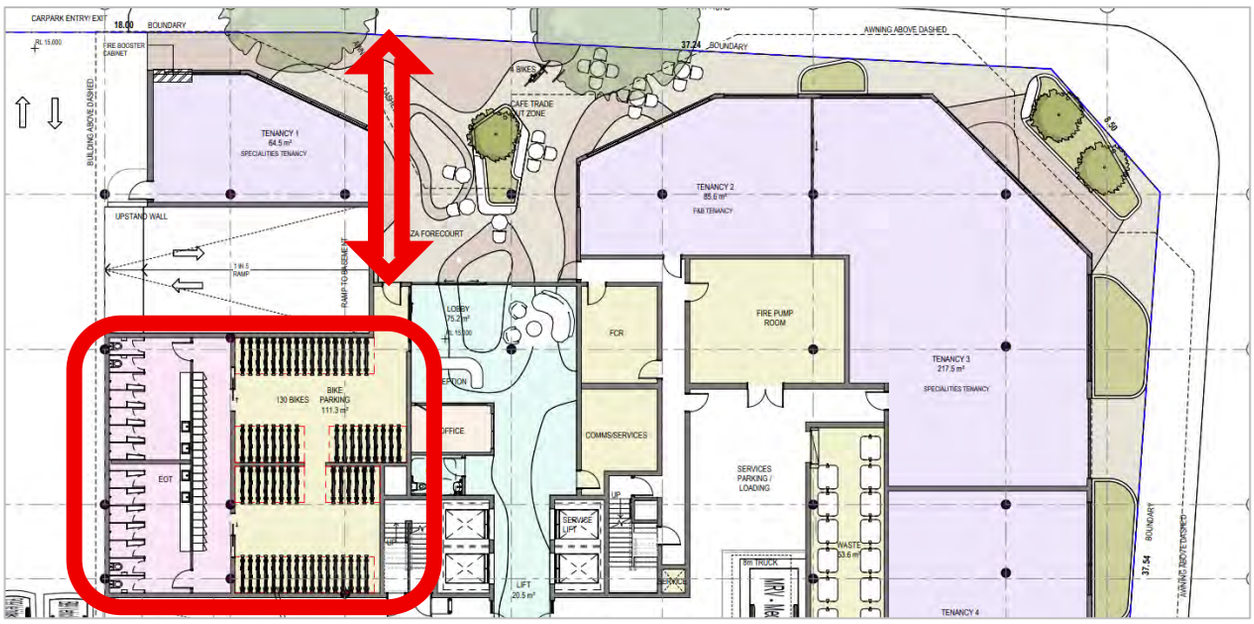
Bike Parking and End-of-Trip (EOT) Facilities

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.



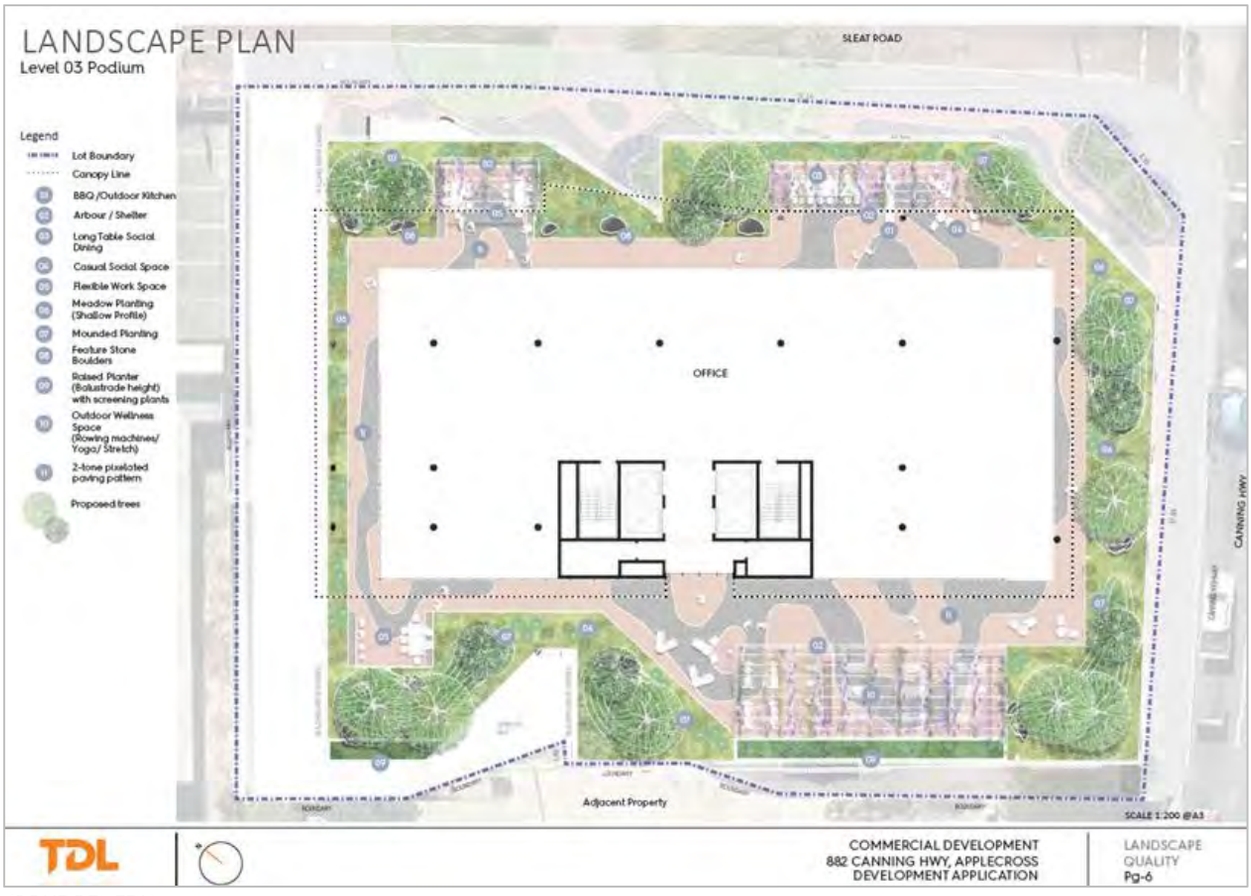
ON-SITE, SECURE BIKE PARKING AND 'EOT' FACILITIES (SOURCE: DMG)

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.

Development Application – Architectural Design Statement

Project Title: Proposed Commercial Development – 882 Canning Highway
Site Address: 882 Canning Highway, Applecross WA 6153
Applicant / Owner / Architect / Consultant: DMG Architecture, on behalf of Carcione Nominees Pty Ltd
Date: 26 August 2025

---

1. Introduction

This Design Statement supports a Development Application for the proposed 15-storey commercial development at 882 Canning Highway, Applecross. The proposal responds to the strategic objectives of the Canning Bridge Activity Centre Plan (CBACP), harnesses transit-oriented development opportunities, and aims to create a landmark building within the Canning Hwy area.

---

2. Site Context and Analysis

- **Site Details:** The site encompasses **2,616 m²**
- **Planning Context:** Located within the **Canning Bridge Activity Centre**, the site falls within the broader planning area intended for intensified, mixed-use development leveraging proximity to Canning Bridge rail station and Canning Hwy.
- **Constraints & Opportunities:**
    - Proximity to major transport infrastructure supports high-density development.
    - Potential to define a landmark presence within the activity centre, enhancing economic vibrancy and public amenity.

---

3. Design Objectives

- Achieve a distinguished, high-quality commercial landmark that complements the Canning Bridge precinct and provides a gateway building to the precinct.
- Activate street frontage to connect to local area and utilise the proximity to the broader transport network.
- Incorporate best practice sustainability and environmental strategies.
- Respect local amenity through thoughtful massing, landscaping, and heritage of green canopy.

---

4. Response to Planning Framework

- **Base Height Control:** Under CBACP, the **M15 zone** permits buildings up to **15 storeys**, with potential bonuses for additional height subject to design excellence
- **Podium** to be a minimum of 7 metres above NGL and not exceed 13.5 metres above NGL
- All development including and above the fourth floor of the development is to be setback a minimum of 5 metres from the property boundary

- **Local Policies:** Design objectives align with the City of Melville's **LPP1.11 – Canning Highway Precinct Design Guidelines**, which advocate sympathetic siting, scale, good access, parking, and landscaping

---

5. Built Form & Architectural Response

- The proposed design adopts a **podium of 3 storeys (10 m)** affording a strong, pedestrian-oriented base that respects street scale with fine stratified definition of the carpark screening
- A **slender tower of 13 storeys** rises above, with **upper-level setbacks on 3 sides of the tower** from the podium edge to reduce massing and preserve solar access.
- The podium contributes to a coherent street frontage, while the tower maintains a light visual profile above.
- The external design of the building is inspired by the eroded faces and crevices of limestone rock formations, creating a façade that appears sculpted by natural forces. Layered materials and recessed forms introduce depth and shadow, giving the building a strong yet organic presence within its urban context.
- A **break** in the tower and podium splits the bulk and mass into 2 smaller forms, resulting in the 'crevice' expression, as well as an increased slenderness.
- This crevice is emphasised on **the façade** through articulated glazed elevations, interspersed with solid panelling for solar shading and vertical expression.
- The building **engages the public interface** with ground-level activation via retail, café tenancies, generous glazing, and street-level landscaping.
- The roof line is shaped to express corners, dramatise the silhouette, and conceal the rooftop plant services
- The tower base is lifted and setback to create sheltered overhanging of outdoor podium spaces
- Landscape pockets establish and flourish within crevices providing amenity and connection to the green character of Applecross

---

6. Environmental & Sustainability Performance

- Targeting **5-Star Green Star**, **A-Grade Office Building Tenant**, and **40-50% Window to Wall Ratio**
- Large scale Solar PV array forms part of the 5th elevation
- Provision of **EV charging** and secure bicycle parking to encourage low-carbon transport.
- At least 2/3 of carpark **naturally ventilated,** reducing reliance on mechanical ventilation and providing a light-filled pleasant environment in parking zones on upper levels.

---

7. Amenity & Community

- An active street front, pedestrian thoroughfare, open plaza space, and public furniture benefits the community
- Podium setbacks and tower articulation reduce overshadowing and preserve daylight.
- Traffic management, parking strategy, and loading zones will be informed by a **Transport Impact Assessment** and coordinated with the City guidelines.

- Opportunities for public art, wayfinding, and appropriate signage consistent with precinct character

---

9. Conclusion

This proposal envisions a **landmark commercial development** at 882 Canning Highway, one that fully embraces the spirit and objectives of the **Canning Bridge Activity Centre Plan**. Through considered design, environmental responsibility, and public realm activation, the project offers enduring economic and social benefits to both Applecross and the broader City of Melville.

SUMMATION

882 Canning Highway

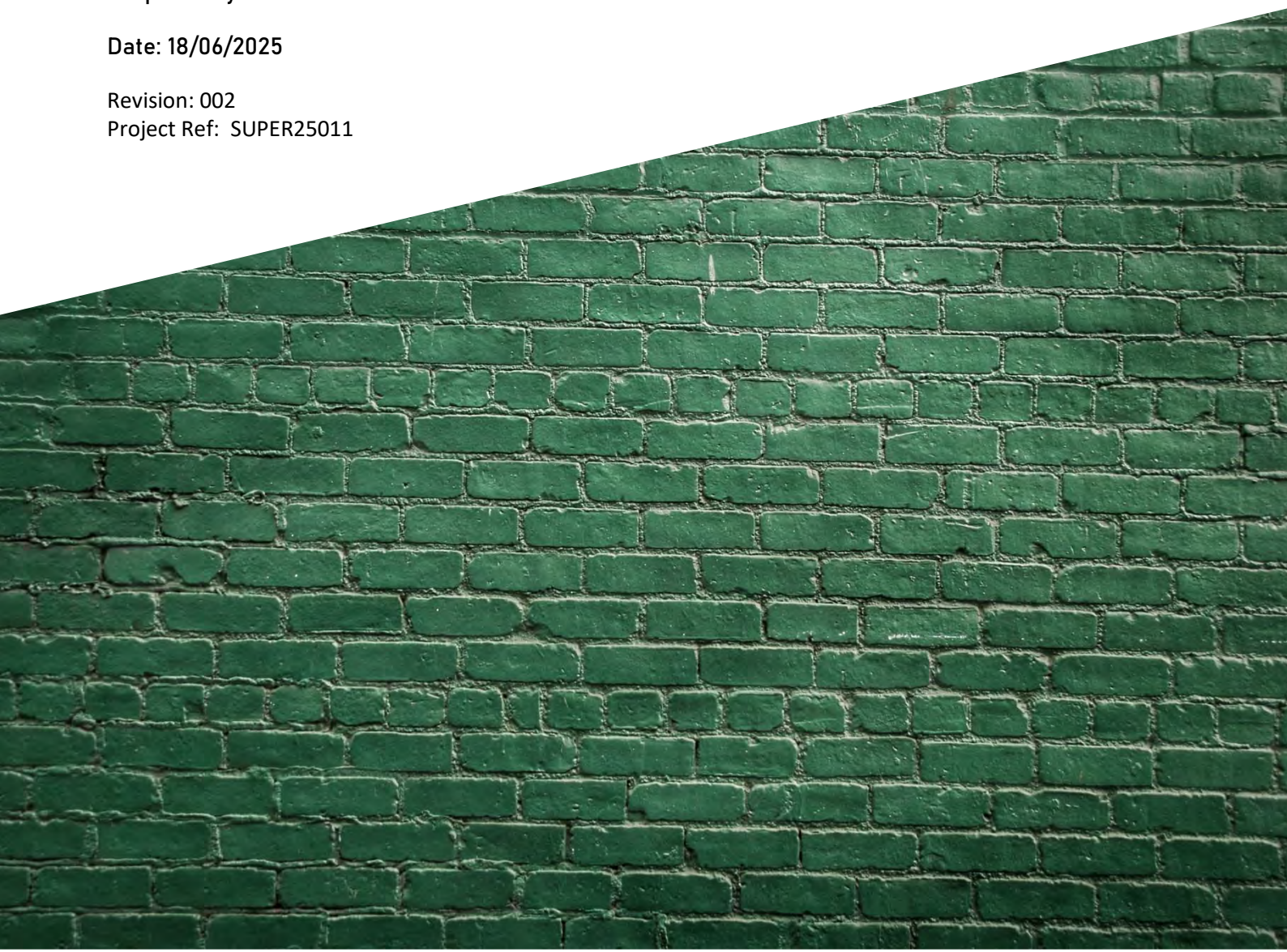
Environmentally Sustainable Design Strategy

Prepared for: Carcione Group of Companies

Prepared by: Prasanna Suraweera

Date: 18/06/2025

Revision: 002
Project Ref: SUPER25011



Executive Summary

This document has been prepared for to outline the sustainability initiatives that are being considered for inclusion in the 882 Canning Highway Redevelopment located 882 Canning Highway, Applecross WA.

The proposed sustainability commitment for the project is to target:

- 5-Star Green Star Certified outcome against the new Green Star Buildings Version 1 tool. This level of performance is recognized as "*Australian Excellence*" Standard of performance.
- Exceed NCC 2022 Section J requirements.

The following guideline is acknowledged as applicable to the site and this strategy incorporates the sustainability requirements outlined therein:

- *Canning Bridge Activity Centre Plan – Part One: Statutory Section (Section 7 Design Guidelines)*, requiring a 4-Star Green Star Certification for the Kintail Quarter.

Summation Pty Ltd has been engaged as the sustainability consultants for the project and will be responsible for the delivery of the sustainability objectives. The sustainability team for this project will be led by Prasanna Suraweera, who is a Director with Summation and a Green Star Accredited Professional with over 19 years of experience in delivery of sustainable developments. It is confirmed that Summation has been engaged prior to concept planning stage and will be involved in and contribute until project completion.

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.

Summary of the key sustainability initiatives are targeted for the project are outlined below:

- ESD Professional engaged to lead delivery – Prasanna Suraweera (GSAP) from Summation.
- Minimum 20% reduction of upfront carbon emissions through good design (design efficiency) and material selections such as lower carbon concrete.
- Minimum 30% reduction in Life Cycle Impacts through energy efficiency and material selections.
- Electrification of building services including space heating, domestic hot water. Electric Induction cooktops, with no gas cooking for residential.
- 100% Renewable Electricity Supply with an embedded network.
- High efficiency façade including double glazing.
- Centralised Heat Pump for Hot Water.
- Design and testing for Building air tightness.
- Targeting large scale ~150 Solar PV.
- At least 90% of construction and demolition waste is diverted from landfill.
- Inclusion of Climate Resilience and Heat Resilience design responses to future proof the site.

Contents

1 Introduction 3

1.1 Project Background 3
1.2 Disclaimer 4
1.3 Deliverables 4

2 Green Star Strategy 5

2.1 Green Star Overview 5
2.2 Green Star Summary 6
2.3 Summary of Initiatives 6
2.3.1 Passive Design & Efficiency 6
2.3.2 Water Efficiency 7
2.3.3 Large Scale Solar PV 7
2.3.4 Electrification – Hot Water, Space Heating and F&B Cooking 7
2.3.5 Upfront Carbon and Lifecycle Impacts 7
2.3.6 Indoor Environmental Quality 8
2.3.7 Heat Island Mitigation 8
2.3.8 Climate Resilient 9
2.3.9 Construction Waste Recycling 9
2.3.10 Waste Management Plan 9

List of tables

Table 1 - Green Star Category Points and Summary 6

List of figures

Figure 1 - Site Location and Context 3
Figure 2 – Overview of Green Star Categories 5
Figure 3 – Life Cycle Impact Categories – EN15978 8

List of Appendices

Appendix A Green Star Score Card

Abbreviations/Glossary

Abbreviation	Description
ESD	Environmentally Sustainable Design
GBCA	Green Building Council of Australia
GSAP	Green Star Accredited Professional
NABERS	National Australian Built Environment Rating System

Revision History

Revision	Date	Notes	Prepared By	Approved By
001	03/04/2025	Issue for DA	TS	PDS
002	18/06/2025	Issue for DA - Updated	PDS	PDS

Checked and approved by:

Name: **Prasanna Suraweera**

Signature: 

1 Introduction

1.1 Project Background

The proposed redevelopment is located on Canning Highway, Applecross WA.



Figure 1 - Site Location and Context

It consists of a mixed-use development with commercial office space and retail / F&B tenancies. Summary of the expected project yields are as follows:

- Net lettable area ~14,000sqm
- Car parking bays ~170
- Motorcycle bays ~47
- Bicycle parking
    - 140 secure
    - 4 unsecure

1.2 Disclaimer

This report provides high level guidance regarding the sustainability commitments targeted for this project and the preliminary strategies and initiatives to be adopted therein.

The purpose of this assessment is to provide confidence that the sustainability commitments targeted are achievable. Due care has been taken to ensure the initiatives are coordinated and achievable for the project, however, note that the specific strategies mentioned in this report are indicative and may evolve throughout the futures stages of design. It is noted that the commitment to the overall project target shall be maintained.

1.3 Deliverables

The specific deliverables/commitments for each milestone are confirmed below:

- **Performance Requirement:**
  - Target a Certified 5-star Green Star Buildings V1 rating performance (i.e. minimum 35 points).
- **Development Application Deliverables:**
  - Preliminary 'Statement of Intent' to be provided by a practicing Green Star Accredited Professional (GSAP).
  - Green Star Scorecard. Refer Appendix A.
- **Design Phase Deliverables:**
  - Green Star Design Report to be provided by a practicing Green Star Accredited Professional (GSAP) confirming compliance with above performance requirement.
- **Post Practical Completion Phase Deliverables:**
  - Confirmation by the builder of final performance achieved as at practical completion.
  - Green Star As-Built Report to be provided by a practicing Green Star Accredited Professional (GSAP) confirming compliance with above performance requirement.
  - Green Star As-Built certification to be achieved within 2 years of Practical Completion.

2 Green Star Strategy

This project is a standalone development and will target formal certification against 5-Star Green Star performance utilising the Green Star Buildings Version 1 tool.

2.1 Green Star Overview

Green Star is a holistic tool that extends beyond the environment to address the issues that will define the next decade of the built environment. The tool's 8 categories enable owners and developers to act on the areas of sustainability that matter most, future proofing a building for the long-term.

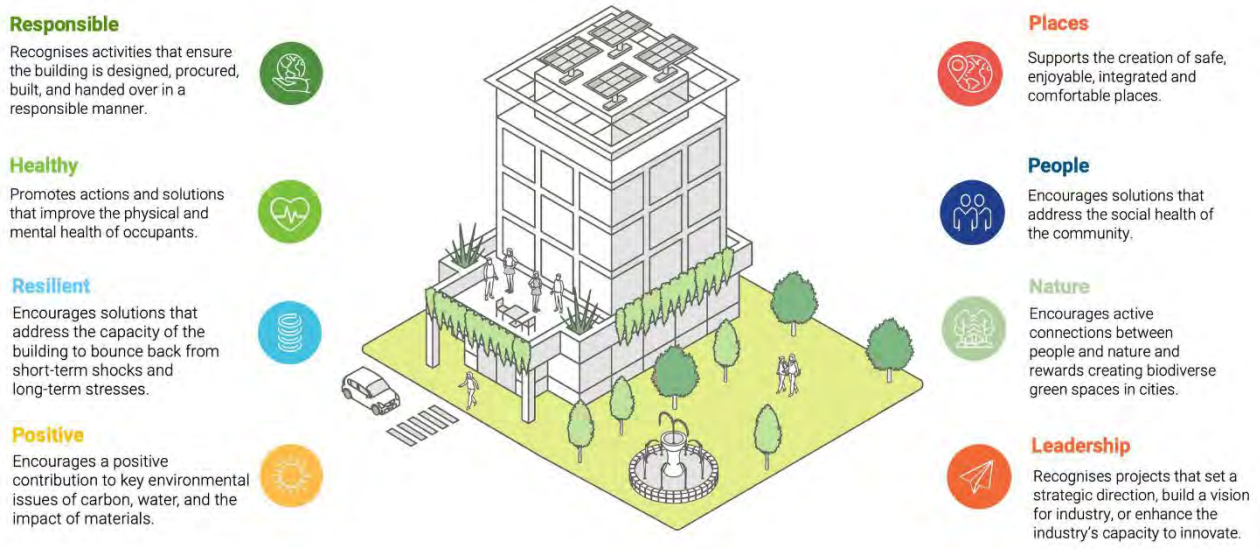


Figure 2 – Overview of Green Star Categories[1]

Administered by the Green Building Council of Australia (GBCA) to assess the level of environmentally sustainable design that may be incorporated into a building.

Under the tool, the following ratings can be achieved:

- 15-34 points = 4 Star rating ("Australian Best Practice")
- **35-69 points = 5 Star rating ("Australian Excellence")**
- Above 70 points = 6 Star rating ("World Leader")

[1] https://new.gbca.org.au/green-star/rating-system/buildings/

2.2 Green Star Summary

A Green Star feasibility study was undertaken for the project. This is an indicative pathway and pending further design detail and evolution.

The expected performance against each category in the Green Star tool is outlined below:

Table 1 - Green Star Category Points and Summary

Category	Total Points Available	Total points targeted
Responsible	17	10
Healthy	14	6
Resilient	8	2
Positive	30	16
Places	8	5
People	9	3
Nature	14	0
Leadership	10	1
Sector Specific	5	5
Total	100 plus 10 innovations	48

Refer to Appendix A - Green Star Score Card for further details.

2.3 Summary of Initiatives

A summary of the key strategies to target this level of performance is illustrated below. These align with a compliant 5-Star Green Star pathway, however the initiatives selected are preliminary in nature and subject to change.

All targets are as outlined and calculated within the Green Star tool methodology.

2.3.1 Passive Design & Efficiency

Energy efficiency requires combination of high-performance building envelope together with efficient servicing strategy. The following fundamental concepts will be considered in the design:

- Passive design elements to be considered including window to wall ratio, shading and massing.
- High performance envelope including high-performance double-glazed systems.
- Electric heat pump hot water systems.
- LED lighting throughout for light quality and efficiency.

2.3.2 Water Efficiency

Water efficiency will be targeted through the selection of suitable fittings and fixtures. The following initiatives will be targeted:

- 6 Star WELS - Taps
- 5 Star WELS - Urinals & Dishwashers
- 4 Star WELS - Toilets & Washing Machines (if applicable)
- 3 Star WELS - Showers (Flowrate < 7.5 L/min)

Other water efficiency measures to be explored include:

- A minimum of 90% recycling of Fire Test Water to be returned to the Fire tanks.
- Drought tolerant native plant selections with dripper irrigation.

2.3.3 Large Scale Solar PV

Provision of renewables is critical to the sustainability performance of buildings. It is a key initiative for reducing carbon emissions and will also provide operating cost benefits.

This project has nominated an approximately 1100m^2 of roof area which has been allocated for solar PV. The commitment is to install a grid integrated solar PV array with a capacity of 150kW, with an expected yield of ~225,000kWh/annum. The expected scope 2 carbon savings are ~120,000 kgCO_2-e/annum.

2.3.4 Electrification – Hot Water, Space Heating and F&B Cooking

Electrification is a key strategy for ongoing emissions improvement as the electricity grid continues to improve its carbon intensity. This is due to the ongoing 'greening' of the grid as the additional renewable's capacity is realised. As an example, over the past 15 years, the grid emissions have improved by approximately 40% to 50% on the South-West Interconnected System (SWIS). This trend is expected to continue with further investment into renewable projects planned for the SWIS.

All F&B cooking will be through electric appliances such as Induction Cooktops.

By having all services and energy demands electrified, this project is well placed to achieve ongoing savings in carbon emissions alongside the grid.

2.3.5 Upfront Carbon and Lifecycle Impacts

Upfront carbon emissions are defined as the embodied carbon for the material creating and construction of the building falling under modules A1 to A5 as outlined by EN15978. This project will target a minimum 20% reduction of upfront carbon emissions through good design (design efficiency) and responsible material selection. Key design inclusions are:

- Low carbon concrete products will play an important role in this target and will be considered for all concrete mixes on the project.

- Lower carbon reinforcing steel and aluminium will be explored.
- Green star approved Climate Active Certified Carbon Neutral Products.

Additionally, the project will target a 30% reduction in life cycle impacts when compared to standard practice. This will be demonstrated through a whole-of-building, whole-of-life (cradle to grave) comparative Life Cycle Assessment (LCA), as defined by EN 15978 – see modules A to D below.

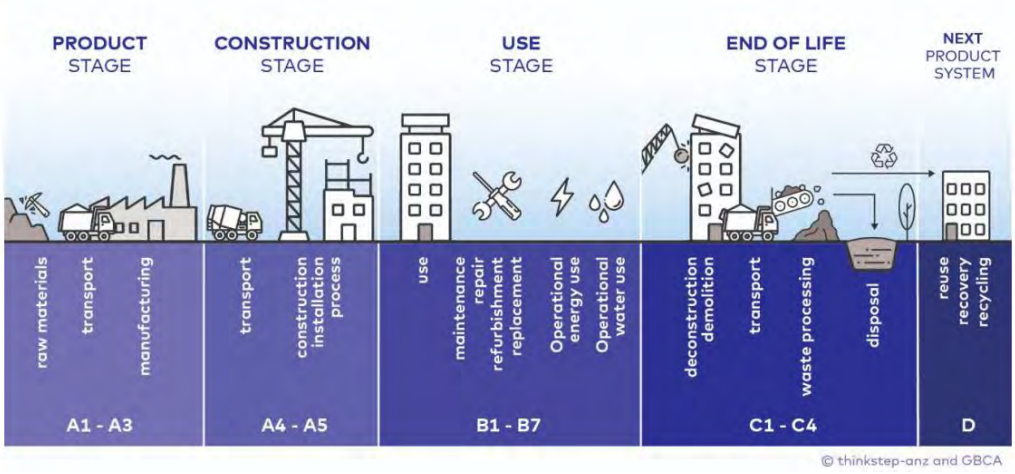


Figure 3 – Life Cycle Impact Categories – EN15978

2.3.6 Indoor Environmental Quality

The following initiatives have been targeted to improve the indoor environment quality for the occupants:

- Increased levels of filtered outside air via the HVAC systems;
- Lighting selections with consideration for visual comfort;
- High levels of access to daylight through a glazing visual light transmittance (VLT) > 0.5;
- Acoustic comfort strategy
- Material selections with credible sustainability certifications and limits on toxins; and
- On-site testing for volatile organic compounds and formaldehyde.

2.3.7 Heat Island Mitigation

The external colour of roof and landscape elements can have significant impact on the local microclimate, specifically temperature. Dark surfaces will absorb heat and can increase ambient temperatures by 5+ degrees. To reduce heat island impact:

- Light coloured roofs (Initial SRI > 82).
- Explore Hardscaping surface options with Initial SRI > 39.

2.3.8 Climate Resilient

A Climate Change Assessment will be undertaken over two timelines to identify risks and work through design responses with the design team. All High and Very High risk items will have specific responses in alignment with the Green Star requirements.

2.3.9 Construction Waste Recycling

A minimum 90% of all construction waste will be diverted from landfill including ongoing monthly reporting. This will be specified in the Head Contractor obligations and in line with current industry best practice.

2.3.10 Waste Management Plan

A Waste Management Plan will be developed with intention to maximise operational waste recycling. Appropriate waste sorting area will be determined based on the expected throughput of each waste streams. Specific waste streams targeted include the following:

- General
- Comingled Recycling
- Food Organics and Garden Organics (FOGO)

Appendices



Appendix A Green Star Score Card

greenstar Buildings

Submission planner - 882 Canning Highway

SUMMATION

Summary

Registering from / certified	2023 onwards		
Climate Positive Pathway targeted	Yes	**Targeted Green Star rating**	5 Star
Minimum expectations met	Yes	**Core points targeted**	42
Credit Achievement points targeted	36	**Leadership points targeted**	5
Exceptional Performance points targeted	6	**Total points targeted**	47

Total Points Targeted 47 | 6 | 30 | 12

Total of 36 low and medium risk points, with a further 12 high risk points to be investigated

	Credit	Minimum Expectation	Credit Achievement	Exceptional Performance	Total points available	Targeted performance level	5 Star Pathway - min 35 req'd.	Low	Medium	High	Comments
Responsible					**17**						
1	Industry Development		1		**1**	Credit Achievement	**1**	**1**	**0**	**0**	Summation will meet this scope from Design to Practical Completion, led by GSAP Prasanna Suraweera.
2	Responsible Construction	•	1		**1**	Credit Achievement	**1**	**0**	**1**	**0**	The Green Star Specification will ensure the Head Contractor meets the Minimum Expectation & Credit Achievement criteria: - Inclusion of an EMS and EMP. - Sustainability Training will be provided for all trades on site. - 90% Construction and Demolition Waste diversion from landfill, with all Waste Contractors & Processing Facilities to meet the Green Star waste auditing requirements. Summation to include in GS Specification.
3	Verification and Handover	•	1		**1**	Credit Achievement	**1**	**1**	**0**	**0**	- Extensive metering and monitoring with building performance targets, and effective commissioning and tunning. - Airtightness barrier to be incorporated by Architecture in DD. Air tightness testing to be conducted to ensure build quality. Airtightness consultant to be engaged to complete review at DD stage. - Independent commissioning agent to ensure building operates efficiently. ICA engagement to occur at DD Stage.
4	Operational Waste	•			**0**	Minimum Expectation	•	•	•	•	Waste Management Plan. Capturing General, Comingled and FOGO waste streams. Waste rooms located on Ground Floor.
5	Responsible Procurement		1		**1**		**0**	**0**	**0**	**0**	
6	Responsible Structure		3	2	**5**	Exceptional Performance	**5**	**0**	**5**	**0**	Procuring concrete and/or reinforcing steel from suppliers with Green certifications. To be included in the Green Star Specification.
7	Responsible Envelope		2	2	**4**		**0**	**0**	**0**	**0**	
8	Responsible Systems		1	1	**2**		**0**	**0**	**0**	**0**	
9	Responsible Finishes		1	1	**2**	Exceptional Performance	**2**	**0**	**2**	**0**	Selecting sustainable internal materials which have EPD's and Green certifications. To be reviewed with DMG in DD.
						Total	**10**	**2**	**8**	**0**	
Healthy					**14**						
10	Clean Air	•	2		**2**	Minimum Expectation	•				Focus on clean air quality and increased fresh air for occupants. - Min 50% increase in outside air requirements for mech vent spaces with CO2 control. Natural Ventilation for the Residential spaces. - Meet Minimum seperation distances for Exhaust and intakes. Mechanical Consultant to incorporate into design.
11	Light Quality	•	2	2	**4**	Credit Achievement	**2**			**2**	Electrical Consultant to incorporate in DD. Inclusion of lighting comfort for the occupants including: - CRI > 85 - SDCM of 3 or less. - Maintained illuminance uniformity - Reduce lighting glare by fittings with Diffusers. Explore the improved lighting comfort criteria of the Credit Achievement with Electrical.
12	Acoustic Comfort	•	2		**2**	Credit Achievement	**2**			**2**	Provision of an acoustic comfort startegy. Explore improved Acoustic Treatments with the Acoustic Consultant.
13	Exposure to Toxins	•	2		**2**	Credit Achievement	**2**	**2**			- Low toxicity material selections to reduce VOC's and Formaldehydes. DMG to confirm in DD. - Green Star Specification to include Air quality testing to be engaged by Head Contractor for test at practical completion.
14	Amenity and Comfort		2		**2**		**0**				
15	Connection to Nature		1	1	**2**		**0**				
						Total	**6**	**2**	**0**	**4**	
Resilient					**8**						
16	Climate Change Resilience	•	1		**1**	Credit Achievement	**1**	**1**			Climate Resilience and adaptations for the effects of climate change to be completed by Summation.
17	Operations Resilience		2		**2**		**0**				
18	Community Resilience		1		**1**		**0**				
19	Heat Resilience		1		**1**	Credit Achievement	**1**		**1**		- Minimise heat island effects through light coloured roof (Initial SRI > 82) and landscaping hardscapes (Initial SRI > 39). - Maximise Vegetation where possible. To be reviewed with Landscape and DMG in DD.
20	Grid Resilience		3		**3**		**0**				
						Total	**2**	**1**	**1**	**0**	
Positive					**30**						
21	Upfront Carbon Emissions	•	3	3	**6**	Credit Achievement	**3**		**3**		- Reduce upfront carbon by 10% (embodied emissions). Captures building re-use and will require some lower carbon concrete across all concrete mixes. Linked to Credit 26. - Summation to complete Preliminary LCA in DD once a BOQ is available.
22	Energy Use	•	3	3	**6**	Credit Achievement	**3**		**3**		Minimum 20% saving in energy efficiency compared to Green Star reference building. To be achieved through: - High efficiency façade design, including double glazing. - High efficiency HVAC systems - VRV type systems - High efficiency HWS systems, central heat pumps (COP > 4). - Target 30% reduction in Lighting Power Density - VT - Lifts with standby mode & regnerative braking. - Solar PV - Targeting 150KW with an area of ~1100sqm. Summation to complete Energy Modelling.
23	Energy Source	•	3	3	**6**	Exceptional Performance	**6**		**6**		Site to be All-Electric for: - Space heating - Domestic hot Water - Induction Cooking for F&B Zero Carbon Action Plan criteria satisfied, given 100% electric building. Basebuild will procure 100% Renewable Electricity for first 3 years of operation.
24	Other Carbon Emissions		2	2	**4**	Credit Achievement	**2**		**2**		- Selecting lower GWP refrigerants, where commercially feasible. - Offset of emissions from refrigerants from Airconditioning, DHW Heat Pumps and Residential refrigerators (if installed upfront).
25	Water Use	•	3	3	**6**	Minimum Expectation	•	•			- Target WELS rated fittings and fixtures. - Target 90% recycling of Fire Pump Test water is recycled into tanks. - Landscaping to be drought tolerant natives with dripper irrigation.

26	Life Cycle Impacts		2		**2**	Credit Achievement	**2**		**2**		**Minimum 30% saving in life cycle impacts from development. Linked to Credits 21 and 22. - Summation to complete Preliminary LCA in DD once a BOQ is available.**
						Total	**16**	**0**	**16**	**0**	
Places					**8**						
27	Movement and Place	•	3		**3**	Credit Achievement	**3**			**3**	**- Provision of EOT Showers and Lockers. - Safe access for cyclists entering the development (Provided through Plaza forecourt access). Explore Credit Achievement criteria with Transport Consultant.**
28	Enjoyable Places		2		**2**		**0**				
29	Contribution to Place		2		**2**	Credit Achievement	**2**		**2**		**DRP minutes to be provided by DMG for 3 rounds of review including one at Building Permit stage.**
30	Culture, Heritage and Identity		1		**1**		**0**				
						Total	**5**	**0**	**2**	**3**	
People					**9**						
31	Inclusive Construction Practices	•	1		**1**	Credit Achievement	**1**		**1**		**Ensure construction practices are inclusive and responsible. All Minimum Expectation requirements to be included in Summation Green Star Specification.**
32	Indigenous Inclusion		2		**2**		**0**				
33	Procurement and Workforce Inclusion		2	1	**3**		**0**				
34	Design for Inclusion		2	1	**3**	Credit Achievement	**2**		**2**		**DDA Consultant completing a review of the 'Design for Inclusion' Strategy.**
						Total	**3**	**0**	**3**	**0**	
Nature					**14**						
35	Impacts to Nature	•	2		**2**	Minimum Expectation	•	•			**Minimise negative impacts to nature from the development from Light Pollution. Electrical & Landscape to confirm in DD.**
36	Biodiversity Enhancement		2	2	**4**		**0**				
37	Nature Connectivity		2		**2**		**0**				
38	Nature Stewardship		2		**2**		**0**				
39	Waterway Protection		2	2	**4**		**0**				
						Total	**0**	**0**	**0**	**0**	
Leadership					**3**						
40	Market Transformation				**0**		**0**				
41	Leadership Challenges		3		**3**	Exceptional Performance	**5**	**1**		**5**	**5 star projects awarded 1 point for achieving Climate Positive Pathway. Explore procurement of 100% Renewable Electricity for the site (ie. All tenants) through an embedded network.**
						Total	**5**	**1**	**0**	**5**	



SUMMATION

Urbii

Reduce. Reuse. Recycle

882 Canning Hwy, Applecross

Proposed Commercial Development

Waste Management Plan



Prepared for:

Carcione Nominees Pty Ltd

September 2025

882 Canning Hwy, Applecross

Prepared for: Carcione Nominees Pty Ltd
Prepared by: Paul Ghantous
Date: 3 September 2025
Project number: U24.183

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U24.183.r03	03/09/25	Paul Ghantous	FINAL	MW Urban

Scan me

Urbii Consulting Pty Ltd
ABN 34 630 529 476
PO BOX 4315
BALDIVIS WA 6171
T: + 61 433 858 164
E: customer@urbii.com.au
W: www.urbii.com.au

© Urbii 2025. Copyright in the whole and every part of this document belongs to Urbii and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Urbii. This document is produced by Urbii solely for the benefit and use by the client in accordance with the terms of the engagement. Urbii does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

Contents

1 INTRODUCTION 1

2 OBJECTIVES 2

3 REFERENCED DOCUMENTS 3

4 GUIDING CONCEPTS 4

4.1 Waste hierarchy 4

4.2 Circular economy 5

5 PROPOSED DEVELOPMENT 6

6 WASTE GENERATION 7

6.1 Waste generation rates 7

6.2 Waste generation calculations 7

7 WASTE SYSTEMS 8

7.1 Internal waste storage 8

7.2 External bin storage areas 8

7.3 Access to bins 9

8 WASTE COLLECTION 10

8.1 Waste vehicle types 10

8.2 Waste collection frequency 10

8.3 Waste collection method and presentation points 10

9 ADDITIONAL WASTE REQUIREMENTS 11

9.1 Bulk waste 11

9.2 E-Waste 11

9.3 Garden organics 11

9.4 Liquid waste and grease 11

10 WASTE MANAGEMENT 12

11 SIGNAGE AND EDUCATION 13

12 CONCLUSION 15

APPENDICES 16

Figures

Figure 1: Subject site 1
Figure 2: Waste hierarchy 4
Figure 3: Transitioning to a circular economy 5
Figure 4: Adopted checking vehicle for swept path analysis 10
Figure 5: Example bin store signage 14

Tables

Table 1: Proposed uses 6
Table 2: Commercial waste generation rates 7
Table 3: Weekly waste generation and collection – Commercial 31

Appendices

Appendix A: Proposed development plans 16
Appendix B: Bin storage plans 25
Appendix C: Swept path diagrams 26
Appendix D: Waste calculations 30

1 Introduction

This Waste Management Plan has been prepared by Urbii on behalf of Carcione Nominees Pty Ltd with regards to the proposed commercial development, located at 882 Canning Hwy, Applecross.

The subject site is situated at the north-west corner of Canning Highway and Sleat Road, as shown in Figure 1. A commercial development is proposed at the site, which will deliver 509m^2 of specialty retail and F&B tenancies on the ground level, with 12,944m^2 of office NLA on upper levels.

The key issues that will be addressed in this WMP include calculation of the waste generation of the site, assessment of waste storage provisions and documentation of the waste collection arrangements.



Figure 1: Subject site

2 Objectives

The objectives of this WMP are adapted from WALGA:

- Ensure that the long-term waste management needs for the development are met in an efficient and sustainable manner.
- Minimise the impact of waste services and facilities on the streetscape and surrounds, in relation to both the footpath/public realm and the frontage of the development.
- Reduce the impact of waste collection services and facilities on the amenity of the locality particularly in terms of noise and odour.
- Maximise safety for both waste collection staff and the public.
- Minimise traffic and footpath obstruction.

This WMP implements the WALGA 'Better Practice' principles. The better practice approach promotes appropriate behaviour in relation to waste management, increases the amenity and practicality of waste systems, enhances environmental performance and the reputation of developments with well-managed waste facilities.

3 Referenced documents

The documents referenced in preparing this WMP may include, but are not limited to:

- City of Vincent *Waste Guidelines for New Developments* 2020;
- City of Melbourne *Guidelines for Waste Management Plans* 2021;
- City of Perth *Waste Guidelines for all Developments* 2019;
- WALGA *Multiple Dwelling Waste Management Plan Guidelines*;
- WALGA *Subdivision Waste Management Plan Guidelines*; and,
- Waste Authority WA *Waste Avoidance and Resource Recovery Strategy for 2030*.

4 Guiding concepts

Urbii adopts the guiding concepts of the State's Waste Strategy and encourages these concepts to be considered in all developments to the furthest extent feasible.

4.1 Waste hierarchy

The *Waste Avoidance and Resource Recovery Strategy 2030* applies the waste hierarchy (Figure 2), which is a widely accepted decision-making tool. The waste hierarchy ranks waste management options in order of their general environmental desirability. Waste avoidance is the most preferred option in the hierarchy.

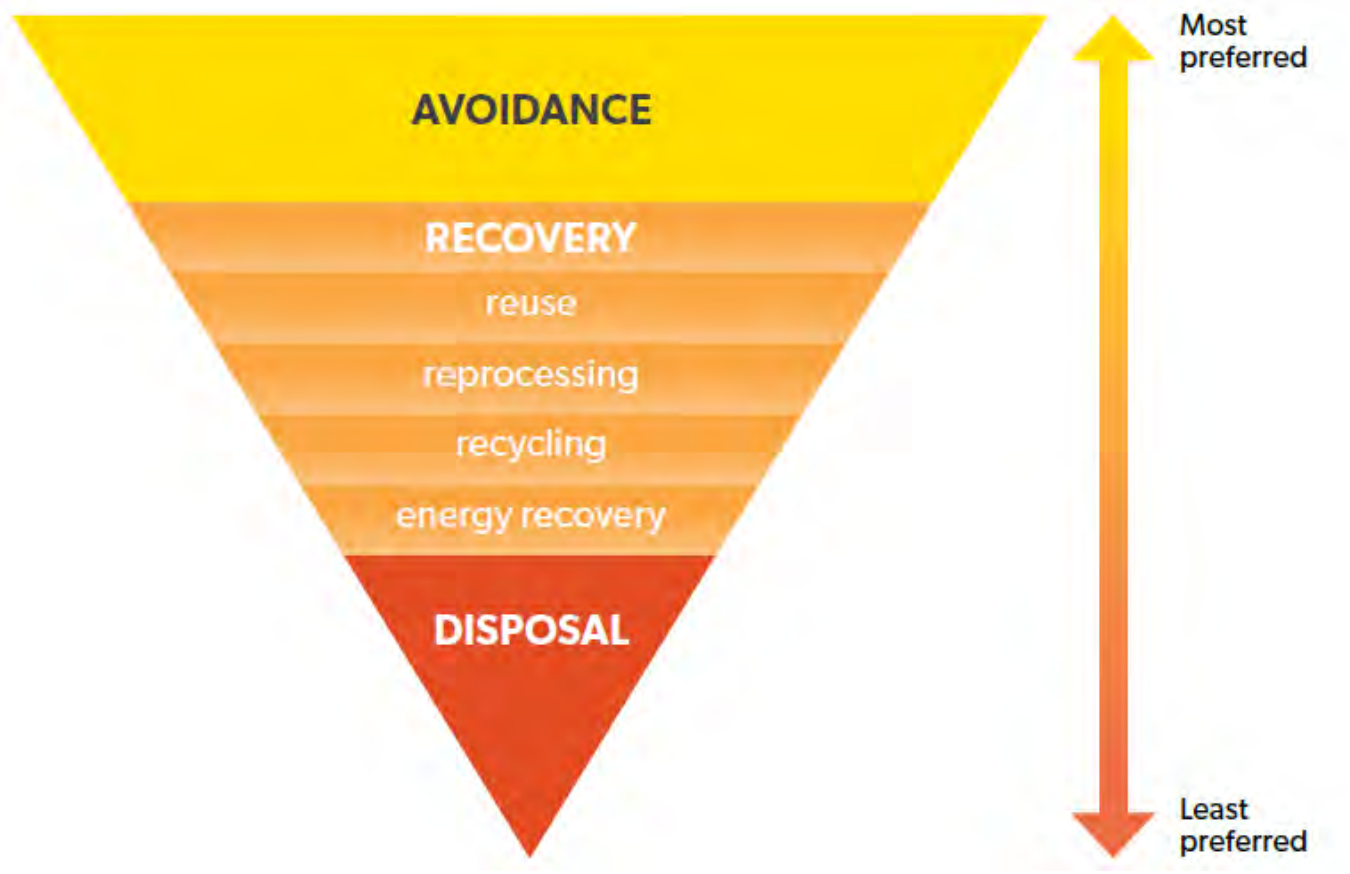


Figure 2: Waste hierarchy

Source: Waste Authority WA *Waste Avoidance and Resource Recovery Strategy for 2030.*

Resource recovery options recover value from materials, thereby offsetting the environmental impacts of extracting and processing raw materials. Energy recovery is the least preferred recovery option. Disposal is the least preferred option. Disposal generally recovers the least value from materials and delivers the least environmental benefit.

4.2 Circular economy

A circular economy (Figure 3) makes use of established sustainability concepts, including life cycle thinking and resource efficiency. A circular economy should consider the flow of both materials and energy. It moves away from the linear 'take, make, use and dispose' model, to one which keeps materials and energy circulating in the economy for as long as possible.

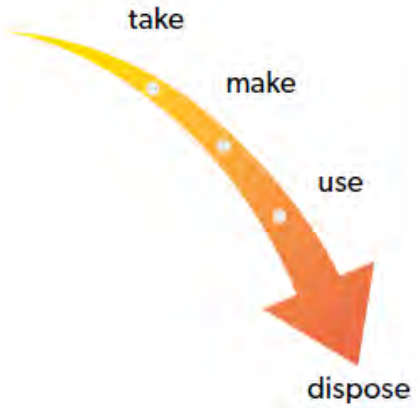
Current approach	Circular economy
	
Linear flow of materials – 'take, make, use and dispose' model.	Circular flow of materials – materials sorted and retained in the economy for as long as possible.
Limited use of renewable materials and energy.	Preference for renewable materials and energy.
Significant volumes of materials disposed of and lost to the economy. Loss of embodied materials, energy and water.	Materials recovered as high up the waste hierarchy as possible. Embodied materials, energy and water retained in the economy. Organic materials re-enter and regenerate the environment safely (for example, as compost).
Materials managed locally and globally.	Preference to manage materials locally to reduce the costs and impacts of transport, and to provide local employment and investment opportunities.
Economic value of materials, employment and investment not fully accounted for.	Economic value of materials, employment and investment accounted for.
Limited focus on life cycle thinking.	Products designed and manufactured to minimise environmental impact through whole of life.

Figure 3: Transitioning to a circular economy

5 Proposed development

A commercial development is proposed for the subject site, which will combine the complementary uses of F&B, specialty retail and office. The floor areas for different tenancies are detailed in Table 1.

Table 1: Proposed uses

Land use	Description	Floor area (m2)
F&B	Café	84.6
Shop	Shops < 100m2 floor area	193.5
Shop	Shops > 100m2 floor area	231.6
Office	Office	12944

The proposed development plans are included for reference in Appendix A.

6 Waste generation

6.1 Waste generation rates

The commercial waste generation rates adopted for the proposed tenancies are presented in Table 2.

Table 2: Commercial waste generation rates

Land use	Description	General waste generation rate	Recyclables generation rate
F&B	Café	300L/100m² floor area/day	200L/100m² floor area/day
Shop	Shops < 100m2 floor area	50L/100m² floor area/day	25L/100m² floor area/day
Shop	Shops > 100m2 floor area	50L/100m² floor area/day	50L/100m² floor area/day
Office	Office	10L/100m² floor area/day	10L/100m² floor area/day

6.2 Waste generation calculations

The waste generation calculations are detailed in Appendix D. The estimated waste generation for the development is:

- General Waste: around 9,736L per week.
- Recyclables: around 8,806L per week.

7 Waste systems

7.1 Internal waste storage

Designers should aim to incorporate sufficient space within each tenancy for the temporary storage of accumulated waste and recycling. Space should be sufficient to allow for the separate storage of recyclables and general waste accumulated for one day of trading.

Cleaning staff will empty waste from bins in commercial tenancies and transport the waste to the centralised bin store provided onsite.

7.2 External bin storage areas

The proposed development provides one shared loading bay for deliveries, large service vehicles and onsite waste collection.

7.2.1 Bin size, quantity and colour

It is proposed to provide the following bins in a centralised bin store:

- 5 x 1,100L General waste (red lid bin).
- 5 x 1,100L Commingled recycling (yellow lid bin).

The number of bins required for the development is detailed in Appendix D.

7.2.2 Bin storage area size

The bin storage area is approximately 54m^2 in size and is sufficient to accommodate the proposed quantity and size of bins. There is surplus area in the bin store to facilitate the comfortable washing of bins and/or temporary storage of bulky waste items. The architectural plans demonstrate sufficient bin store space to accommodate up to 16 x 1,100L bins. This provides excess capacity to facilitate flexible use of ground floor tenancies.

Urbii has checked the proposed bin storage location and confirmed that required internal manoeuvring clearances are provided. A bin storage plan is included in Appendix B.

7.2.3 Bin storage area design

The bin store includes the following design features:

- **Size:** The size of the area set aside for the management of waste is sufficient to accommodate the number of bins required (based on the compaction ratio and the collection regime provided).
- **Ventilation and odour:** The design of the bin stores will provide for adequate natural ventilation through ventilated doors which will be permanent, unobstructed natural ventilation openings direct to the external air, not less than one-twentieth i.e. 5% of the floor area.
- **Lighting:** Artificial light controlled by switches will be located both outside and inside the room.
- **Noise:** Waste and recyclables will be collected from the loading bay on the ground level.
- **Signage:** Clear and easy to read “NO STANDING” signs and “DANGER” warning signs for children will be fixed to the external face of the bin stores and signage designating the storage of RECYCLABLES will be fixed to the internal wall(s).
- **Aesthetics:** The bin store has been designed to be consistent with the overall aesthetics. The waste collection point is located away from the front or main entrances to the building and avoids setting bins out along the external walls of the building.
- **Protection from Fire, theft and vandalism:** The bin store is located on the ground level and access will be restricted to only authorised staff and tenants.
- **Vermin:** Self-closing doors will be installed to prevent vermin access.
- **Washing bins and waste storage area:** The bin store will have bin-washing facilities including an adequate supply of hot and cold water mixed through a centralised mixing valve with hose cock and have floor drainage installed. The site supervisor will be responsible for arranging bin washing (or contracting the waste and recycling service provider to wash bins) and for maintenance of the bin stores.
- **Distance from service area & truck access:** Reasonably level ground, with flat trafficable (bin width) access paths from the bin store to the onsite loading bay.

7.3 Access to bins

At the end of each trading day, cleaners will collect waste from the commercial tenancies and transfer it to the centralised bin storage area.

8 Waste collection

8.1 Waste vehicle types

Waste collection will be serviced through a private contractor. A rear loader waste truck will be used to empty the 1,100L bins.

Swept path analysis was prepared for an 8.8m Medium Rigid Vehicle (MRV), as detailed in Figure 4. Swept path analysis confirms satisfactory service vehicle movements and is presented in Appendix C. Service vehicles are able to enter and exit the site in forward gear.

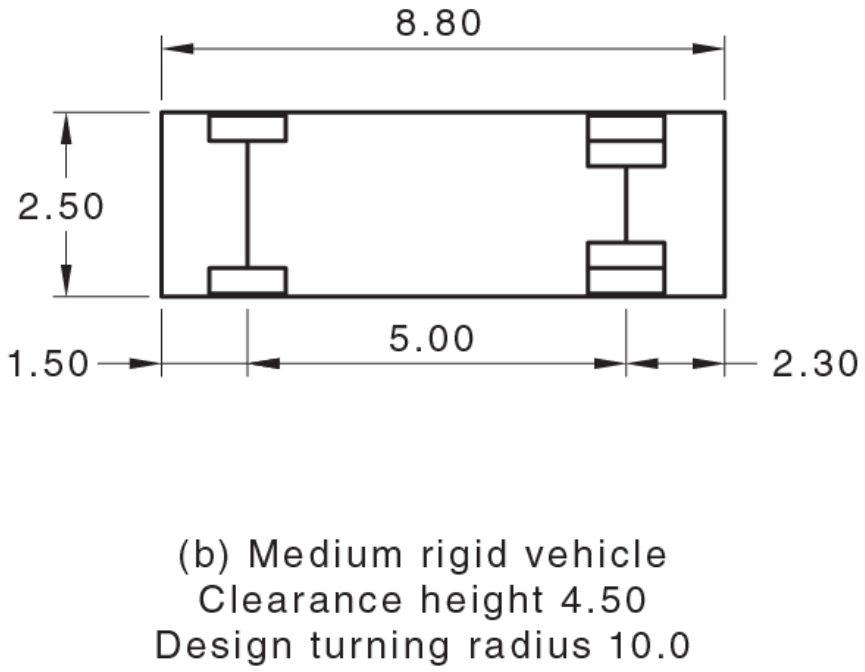


Figure 4: Adopted checking vehicle for swept path analysis

Source: AS2890.2 *Off-street commercial vehicle facilities*

8.2 Waste collection frequency

General waste and recycling will be collected two times per week.

8.3 Waste collection method and presentation points

Waste trucks will enter the site in forward gear and reverse into the services area for waste collection. Bins will be wheeled directly from the bin storage area to the rear of the truck for emptying. The waste truck will enter and exit the site in forward gear.

9 Additional waste requirements

9.1 Bulk waste

There is sufficient capacity in the service area for the temporary storage of bulk waste.

9.2 E-Waste

E-waste (including batteries and lamps) will be stored separately and collected by a licensed e-waste recycler or delivered to an approved drop-off program. Batteries must not be placed in general or recycling bins.

9.3 Garden organics

The site caretaker will manage garden organic waste associated with landscape maintenance. Garden waste can be placed in bins if there is space or can be removed by trailer to be disposed of offsite in a suitable location.

9.4 Liquid waste and grease

Some internal areas may need grease arrestors to control grease and fat content in wastewater. These requirements are governed by the Water Corporation which provides the following general advice:

"Under the Water Services Act 2012, all businesses involved in the retail food industry must obtain written permission before discharging any waste into our wastewater system. During the trade waste application assessment process our trade waste officers assess if a grease arrestor is required based on the type of activities being undertaken. In general, retail food businesses that prepare and cook on site require a grease arrestor."

A qualified FOGMan (fats, oils and grease management) contractor should be engaged to remove cooking oils, fats and grease from relevant areas. Supporting infrastructure for these areas should be considered at detailed design and internal fit-out stages

10 Waste management

The building caretakers or contracted staff will be responsible for:

- Arranging pick-up times for the bins by the private contractor;
- Arranging for the bins to be cleaned and sanitised;
- Coordinating the cleaning of the bins and bin storage areas every two (2) to three (3) weeks;
- Dealing promptly with any issues or complaints relating to hygiene, noise, odour or other inconvenience; and,
- Providing adequate training for relevant staff regarding waste management.

Tenants should comply with the Contractor's waste sorting requirements and only place permitted waste in each respective bin type. Waste that does not belong in any bin should be disposed of through on-demand services or another appropriate method.

A copy of the Waste Management Plan will be maintained within the premises and strata plan for reference and records.

11 Signage and education

Ongoing education, to support the waste management service, is one of the most important factors in encouraging tenants to continue to utilise services and systems as originally intended. The following recommendations have been adapted from the WALGA Guidelines.

- Clearly identify what items are and are not accepted in the general waste and recycling systems. If signage within the bin store is not possible due to space or other restrictions, bin stickers may be appropriate.
- Outline appropriate waste management behaviour i.e. placing refuse/recyclables inside as opposed to adjacent to bins, placing mixed recyclables into the bin loose (not in a plastic bag), closing bin lids etc.
- Where the strata body/building management holds tenants' induction schemes, these should include the use of waste and recycling facilities. The strata body/building management, in conjunction with the Local Government, should issue a leaflet on the correct use of the waste and recycling facilities and the materials recycled. Tenants' handbooks should include a section on the correct use of general waste and recycling facilities.
- Ensuring education is 'ongoing' is beneficial because it tackles the transient nature of tenants and differences between different Local Government services. All waste and recycling bins or receptacles should be clearly and correctly labelled and signage should be erected in bin storage areas to instruct tenants as to the correct separation of recyclables from general waste (refer to Figure 5).
- Any hazards or potential dangers associated with the waste facilities, including those from the use of any waste handling equipment, should also be clearly identified. It is recommended that building managers post information in communal areas which clearly identify the relevant points of contact regarding recycling and/or other services within the development. As part of the ongoing education program, welcome packs should be produced and provided to all new tenants. These packs should contain information outlining the developments waste management system, required actions and appropriate waste management behaviours.
- Signage should be provided to demonstrate to users how to use the waste system and to identify any hazards or potential dangers within Bin Storage Areas, including those from the use of waste handling equipment. Signage should conform to the relevant Australian Standard (AS4123) bins, (AS4123.7) bin colours and (AS1319) safety signs.
- Consistent and clear signage is a key element of effective source separation and minimising incorrect disposal and it is important that signage is consistent throughout the whole of the development.
- In addition, there is benefit in using visual aids and colour consistency to re-enforce messaging. Below gives examples of bin stores where bins for various waste streams are stored against colour coded walls. This enables easy identification of what materials should be placed in each bin and to ensure bins are always returned to the same position to maintain consistency.



Figure 5: Example bin store signage

12 Conclusion

As demonstrated within this Waste Management Plan, the proposed commercial development provides sufficient bin storage and adequate bins to service the site.

Furthermore, the servicing of the bins by private collection can be adequately achieved without having an adverse impact on the site and the local street network.

Appendices

Appendix A: Proposed development plans



REV	DATE	DESCRIPTION	DRN	APP
A	25.08.25	DA ISSUE		

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

PARKING

CAR PARKING

BASEMENT	
• CARPARK	48
• TANDEM	6
GROUND FLOOR	
• CARPARK	5
• SERVICE	1
• UNIVERSAL	2
LEVEL 1	
• CARPARK	36
• TANDEM	4
• EV	9
LEVEL 2	
• CARPARK	45
• TANDEM	4
TOTAL CAR PARKING	**160**

MOTORCYCLE PARKING

BASEMENT	15
GROUND FLOOR	0
LEVEL 1	15
LEVEL 2	17
TOTAL MC PARKING	**47**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE: 1 : 100 @ A1

ISSUED FOR PLANNER REVIEW

882 CANNING HIGHWAY APPLECROSS

BASEMENT FLOOR PLAN

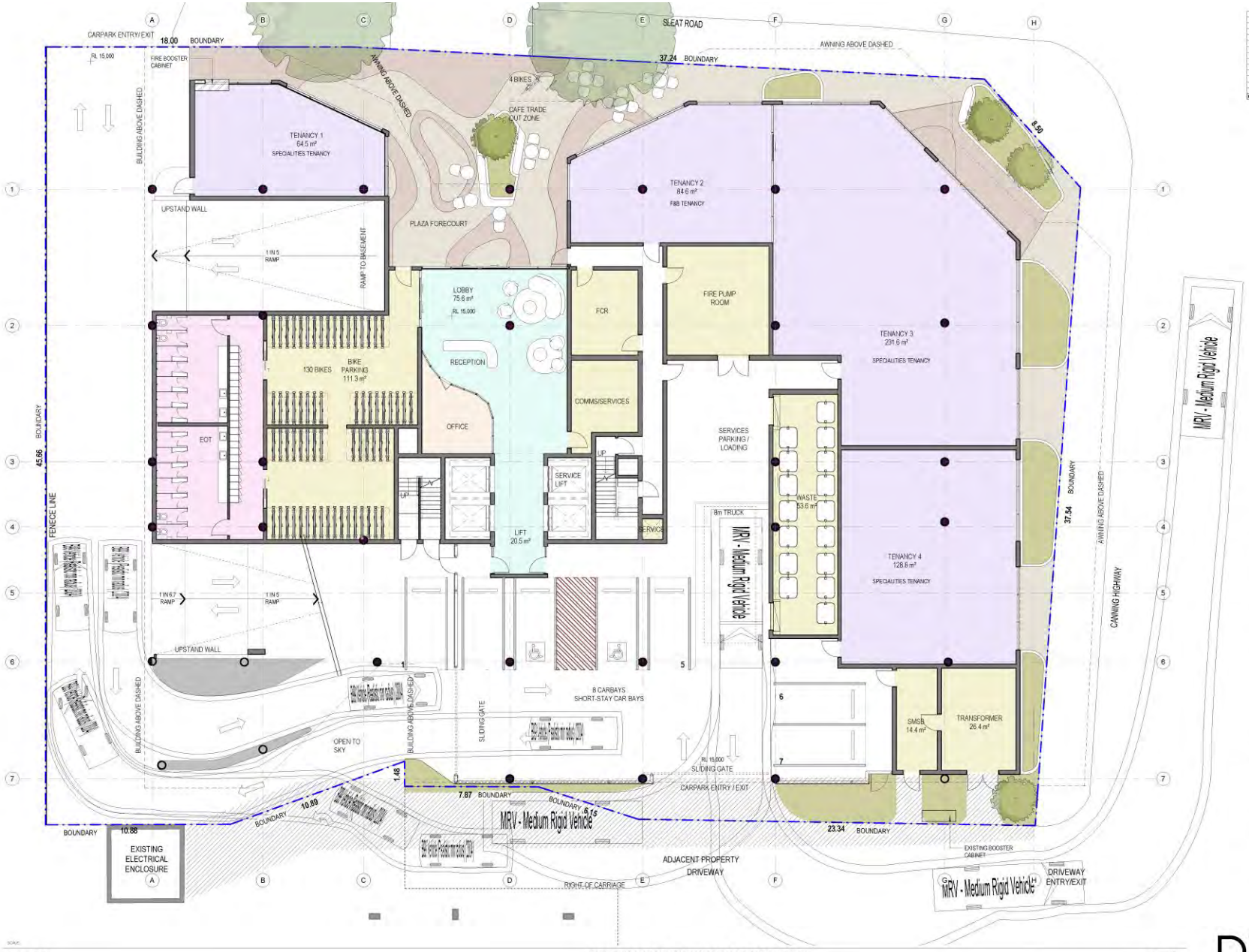
SCALE 1:100

DMG ARCHITECTURE

PROJECT #: 22021

DRAWING #: SK.03 A

ISSUE: A



A	25.08.25	DA ISSUE		
ISSUE	DATE	DESCRIPTION	DRN	APP

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

PARKING

CAR PARKING

BASEMENT	
• CARPARK	48
• TANDEM	6
GROUND FLOOR	
• CARPARK	5
• SERVICE	1
• UNIVERSAL	2
LEVEL 1	
• CARPARK	36
• TANDEM	4
• EV	9
LEVEL 2	
• CARPARK	45
• TANDEM	4
TOTAL CAR PARKING	**160**

MOTORCYCLE PARKING

BASEMENT	15
GROUND FLOOR	0
LEVEL 1	15
LEVEL 2	17
TOTAL MC PARKING	**47**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

GROUND FLOOR PLAN

SCALE 1:100

DMG ARCHITECTURE

22021

SK.04 A



A	25.08.25	DA ISSUE		
ISSUE	DATE	DESCRIPTION	DRN	APP

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	726m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

PARKING

CAR PARKING

BASEMENT	
• CARPARK	48
• TANDEM	6
GROUND FLOOR	
• CARPARK	5
• SERVICE	1
• UNIVERSAL	2
LEVEL 1	
• CARPARK	36
• TANDEM	4
• EV	9
LEVEL 2	
• CARPARK	45
• TANDEM	4
TOTAL CAR PARKING	**160**

MOTORCYCLE PARKING

BASEMENT	15
GROUND FLOOR	0
LEVEL 1	15
LEVEL 2	17
TOTAL MC PARKING	**47**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE:
1 : 100 @ A1

ISSUED FOR PLANNER REVIEW

882 CANNING HIGHWAY APPLECROSS

LEVEL 1 CARPARK FLOOR PLAN

0 5m
SCALE 1:100

DMG ARCHITECTURE

PROJECT #
22021

SK.05 A



A	25.08.25	DA ISSUE		
ISSUE	DATE	DESCRIPTION	DRN	APP

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

PARKING

CAR PARKING

BASEMENT	
• CARPARK	48
• TANDEM	6
GROUND FLOOR	
• CARPARK	5
• SERVICE	1
• UNIVERSAL	2
LEVEL 1	
• CARPARK	36
• TANDEM	4
• EV	9
LEVEL 2	
• CARPARK	45
• TANDEM	4
TOTAL CAR PARKING	**160**

MOTORCYCLE PARKING

BASEMENT	15
GROUND FLOOR	0
LEVEL 1	15
LEVEL 2	17
TOTAL MC PARKING	**47**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

SCALE:
1 : 100 @ A1

ISSUED FOR PLANNER REVIEW

882 CANNING HIGHWAY APPLECROSS

LEVEL 2 CARPARK PLAN

DMG
ARCHITECTURE

PROJECT #
22021

DRAWING #
SK.06

ISSUE
A



REV	DATE	DESCRIPTION	DRN	APP
A	25.08.25	DA ISSUE		

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

SCALE
1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

LEVEL 3 FLOOR PLAN

SCALE 1:100

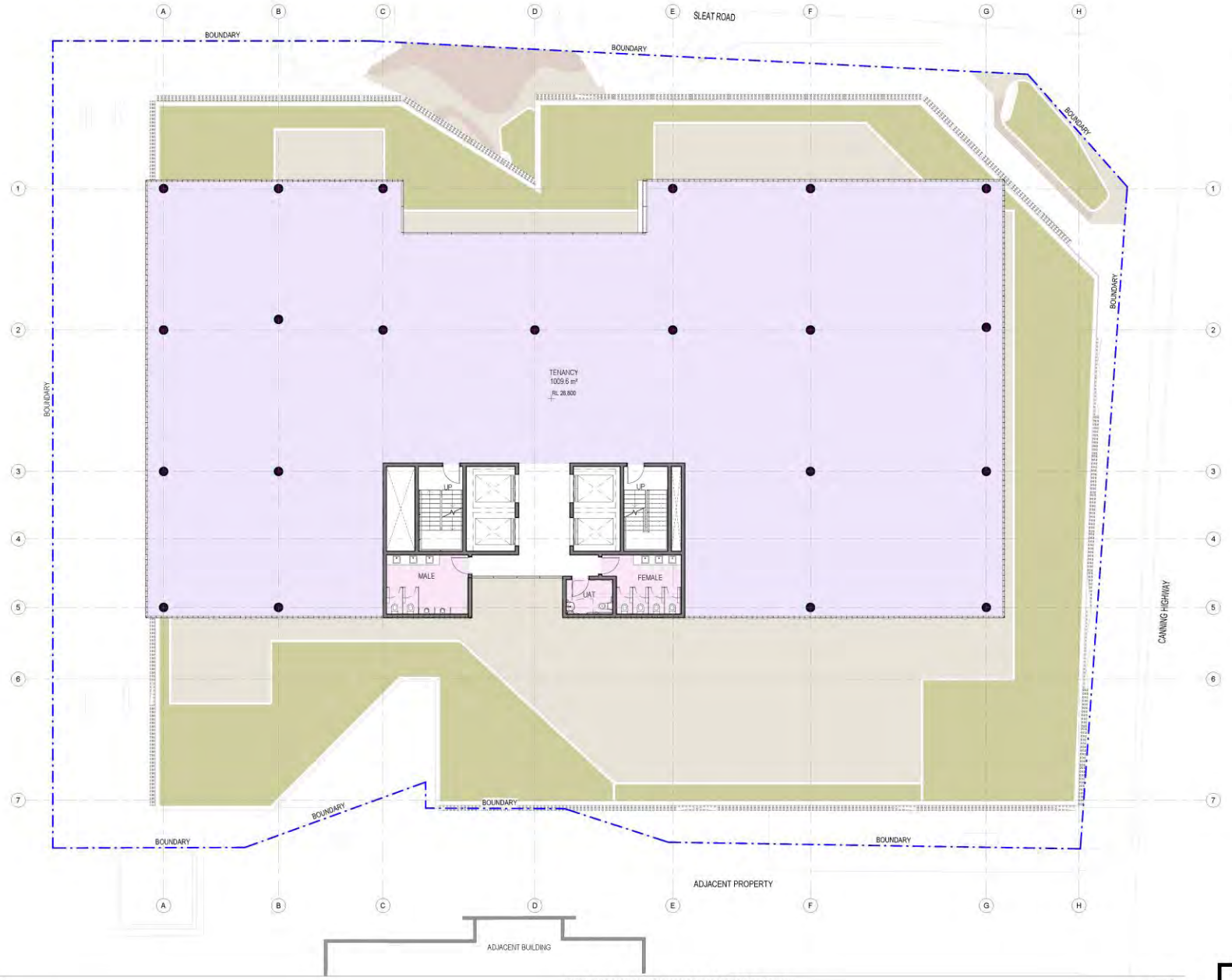
DMG ARCHITECTURE

PROJECT #
22021

DRAWING #
SK.07

ISSUE
A

COPYRIGHT: The copyright in these drawings and all works thereof remain the property of design management group pty ltd.



A	25.08.25	DA ISSUE		
ISSUE	DATE	DESCRIPTION	DRN	APP

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

SCALE:
1 : 100 @ A1

ISSUED FOR PLANNER REVIEW

882 CANNING HIGHWAY APPLECROSS

TYPICAL OFFICE FLOOR PLAN - LEVEL 4

DMG ARCHITECTURE

PROJECT #
22021

DRAWING #
SK.08

ISSUE
A



A	25.08.25	DA ISSUE		
ISSUE	DATE	DESCRIPTION	DRN	APP

GROSS FLOOR AREA

LEVEL	m²
BASEMENT	1860m²
GROUND LEVEL	2143m²
(OF WHICH THE UCA IS 1216m²)	
LEVEL 01	2038m²
LEVEL 02	1992m²
LEVEL 03	876m²
LEVEL 04	1155m²
LEVEL 5 - 15 (TYPICAL)	12705m²
TOTAL	**22769m²**

NET LETTABLE AREA

LEVEL	m²
GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

SCALE:
1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

TYPICAL OFFICE FLOOR PLAN - LEVEL 5 TO 15

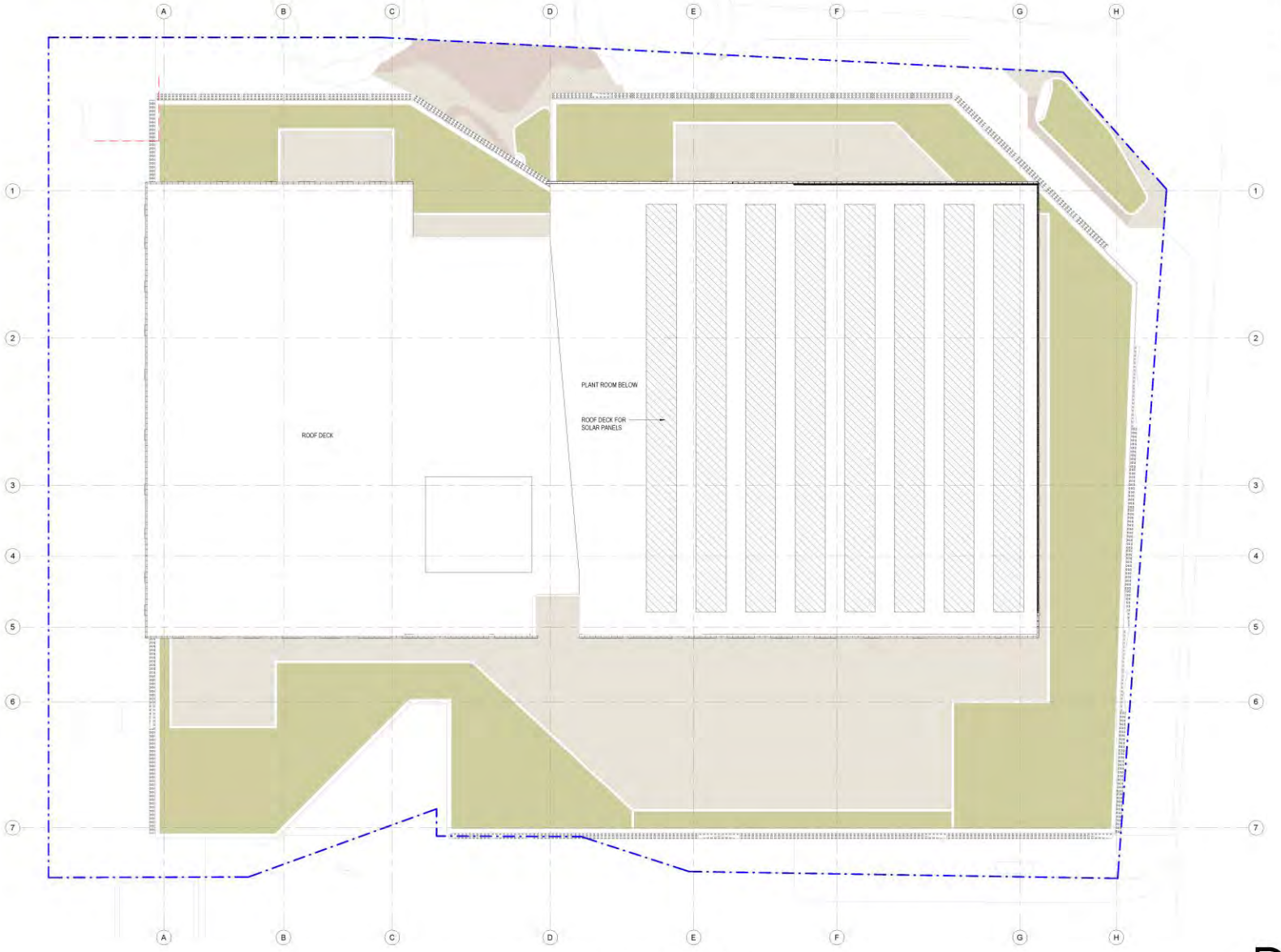
DMG ARCHITECTURE

PROJECT #
22021

DRAWING #
SK.09

ISSUE
A

COPYRIGHT: The copyright in these drawings and all works thereof remain the property of dmg management group pty ltd.



ISSUE	DATE	DESCRIPTION	DRN	APP
A	25.08.25	DA ISSUE		

SCALE:
1 : 100 @ A1

882 CANNING HIGHWAY APPLECROSS

ROOF

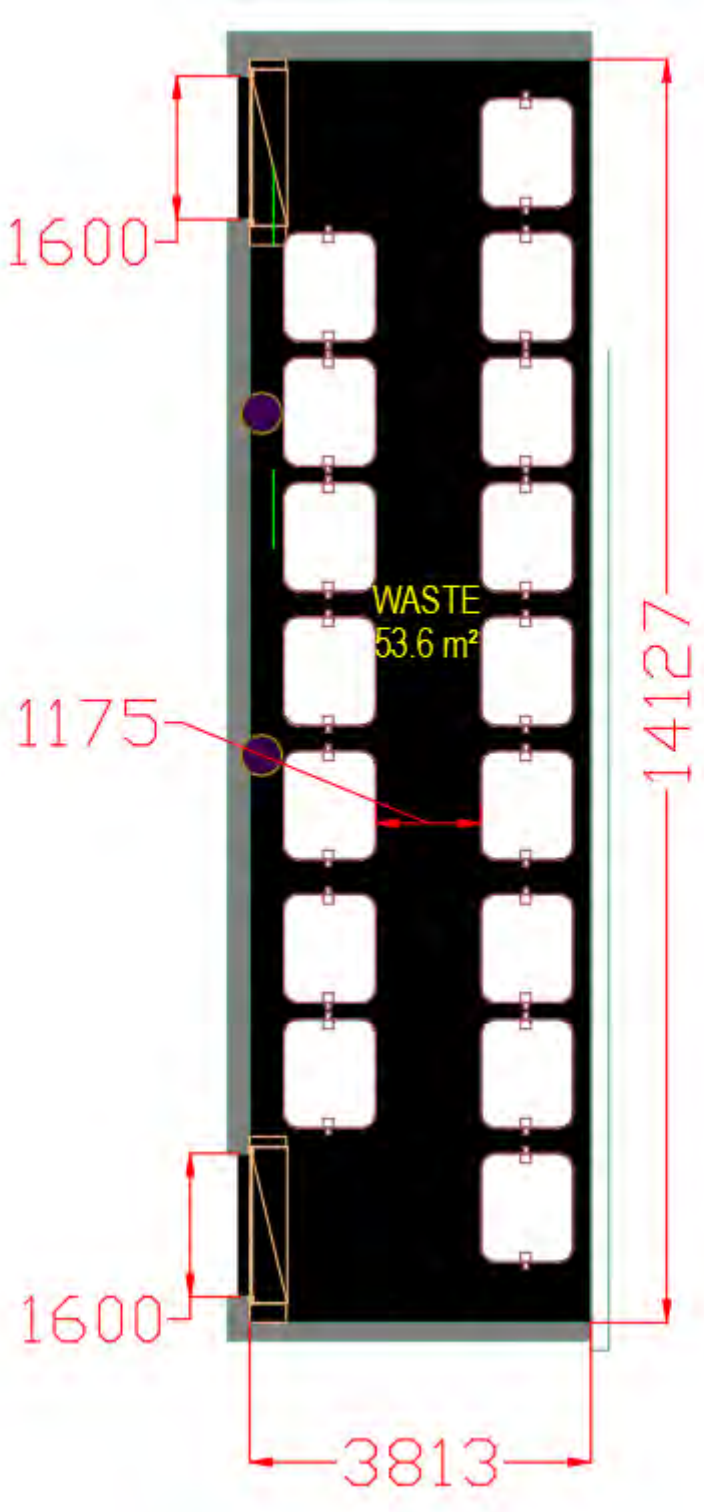
COPYRIGHT: The copyright in these drawings are and shall remain the property of design management group pty ltd.

DMG
ARCHITECTURE

PROJECT #
22021

DRAWING # ISSUE
SK.10 A

Appendix B: Bin storage plans



Appendix C: Swept path diagrams

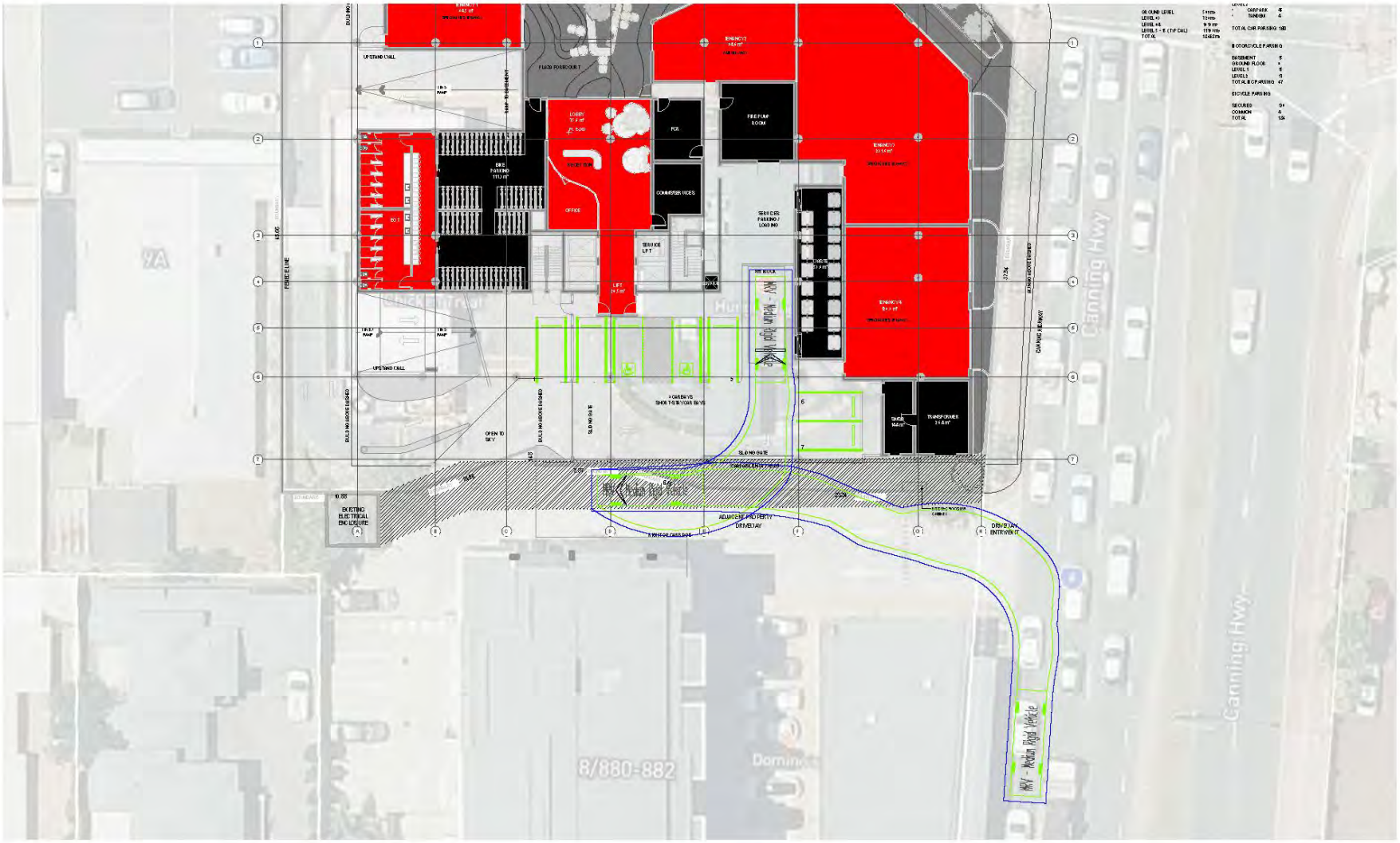
Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a buffer 300mm/500mm line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.



Revision notes:

Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Carcione Nominees Pty Ltd

Project: U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

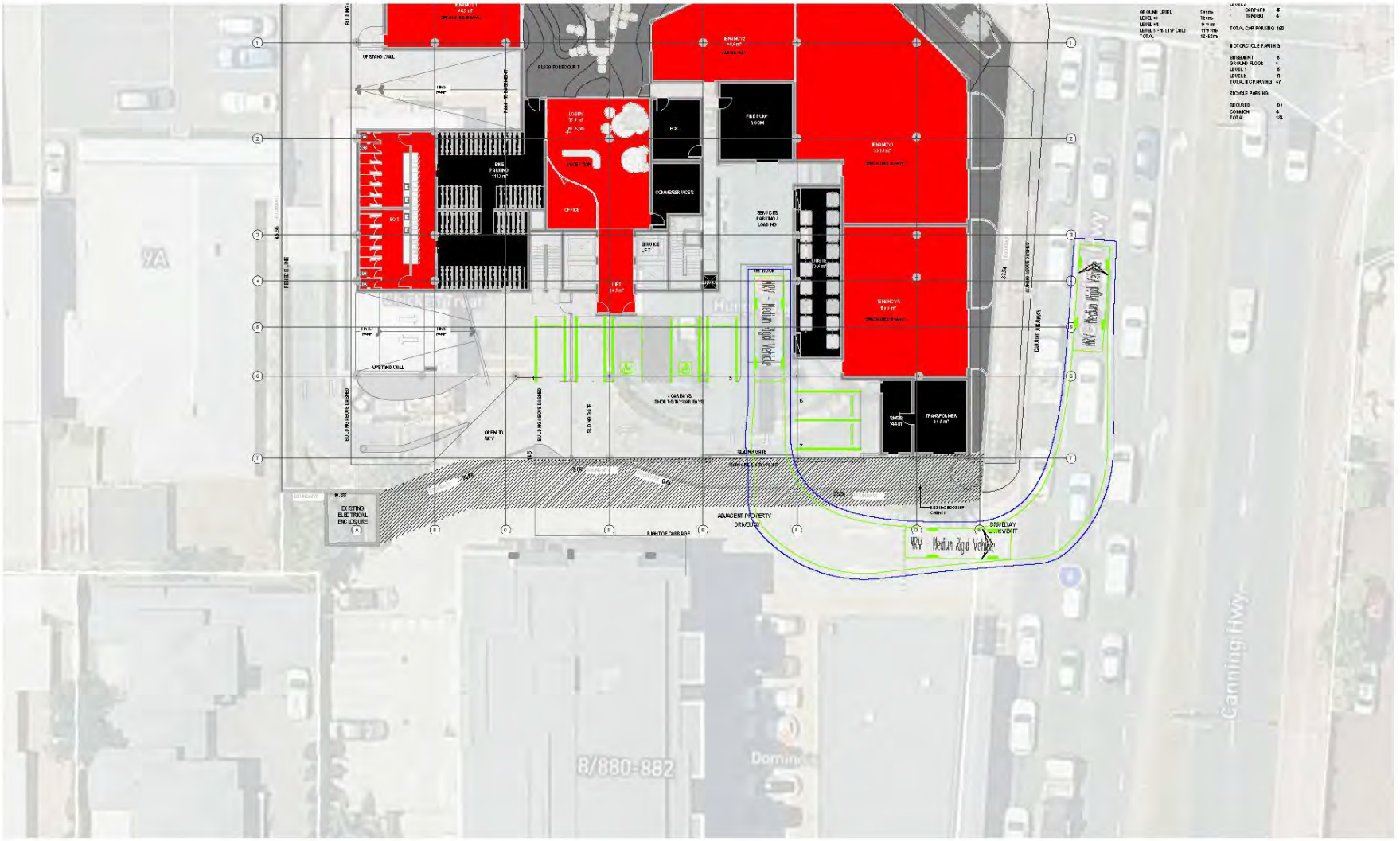
Drawing Title: Swept path analysis - service vehicle entry
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 02/09/2025

Scale @A3: 1:300

Revision: sk01

urbii
Sustainable Transport. Safe Solutions



Revision notes:

Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Carcione Nominees Pty Ltd

Project: U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

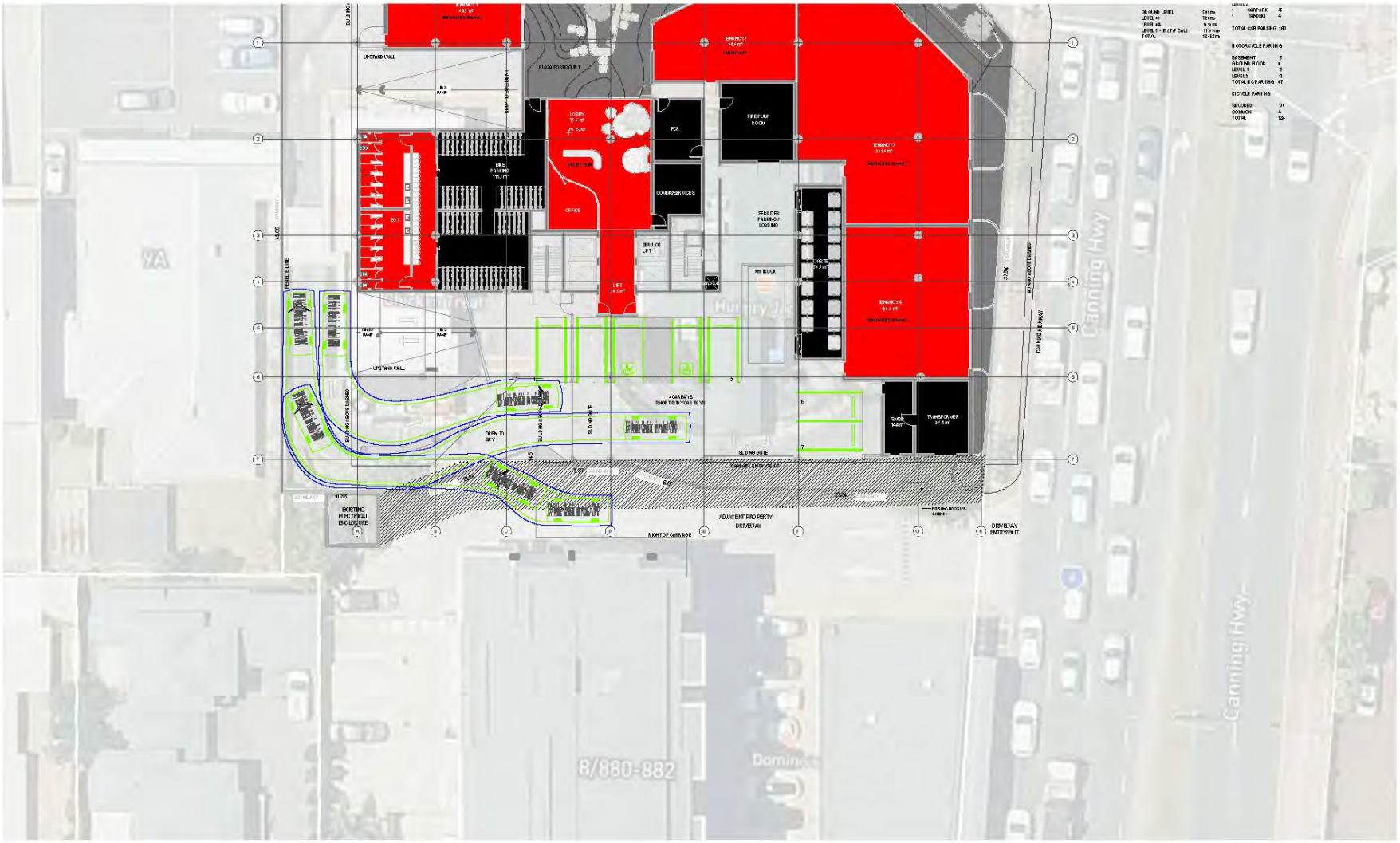
Drawing Title: Swept path analysis - service vehicle exit
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 02/09/2025

Scale @A3: 1:300

Revision: sk02

urbii
Sustainable Transport. Safe Solutions



Revision notes:

Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Carcione Nominees Pty Ltd

Project: U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

Drawing Title: Swept path analysis
AS2890.1 - B99 Vehicle

Date: 02/09/2025

Scale @A3: 1:300

Revision: sk03

urbii
Sustainable Transport. Safe Solutions

PO Box 4215, Balcatta WA 6021
customer@urbii.com.au
0425961854

Appendix D: Waste calculations

Table 3: Weekly waste generation and collection – Commercial

Land use	Description	Floor area (m2)	General waste generation rate	Recyclables generation rate	Days in operation (per week)	Weekly general waste	Weekly recyclables
F&B	Café	84.6	300L/100m² floor area/day	200L/100m² floor area/day	7	1776.6	1184.4
Shop	Shops < 100m2 floor area	193.5	50L/100m² floor area/day	25L/100m² floor area/day	7	677.25	338.625
Shop	Shops > 100m2 floor area	231.6	50L/100m² floor area/day	50L/100m² floor area/day	7	810.6	810.6
Office	Office	12944	10L/100m² floor area/day	10L/100m² floor area/day	5	6472	6472
Total						9736.45	8805.625

Waste type	Weekly waste generation (L)	Weekly collection frequency
General waste	9736.45	2
Recyclables	8805.625	2

General Waste
Bins

Bin Size (L)	Number of bins	Weekly capacity
1100	5	11000
	Total weekly capacity (L)	11000

Recycle Waste Bins

Bin Size (L)	Number of bins	Weekly capacity
1100	5	11000
	Total weekly capacity (L)	11000

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.



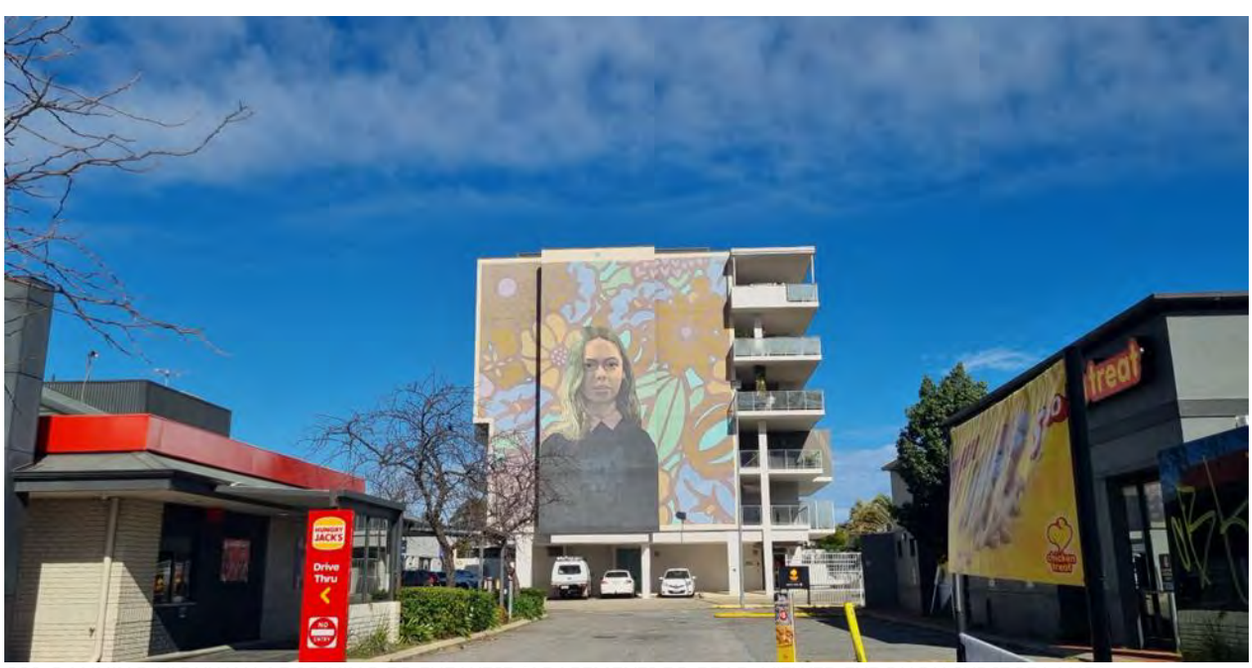
882 CANNING HIGHWAY, APPLECROSS – IMMEDIATE CONTEXT (SOURCE: NEARMAPS)

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.

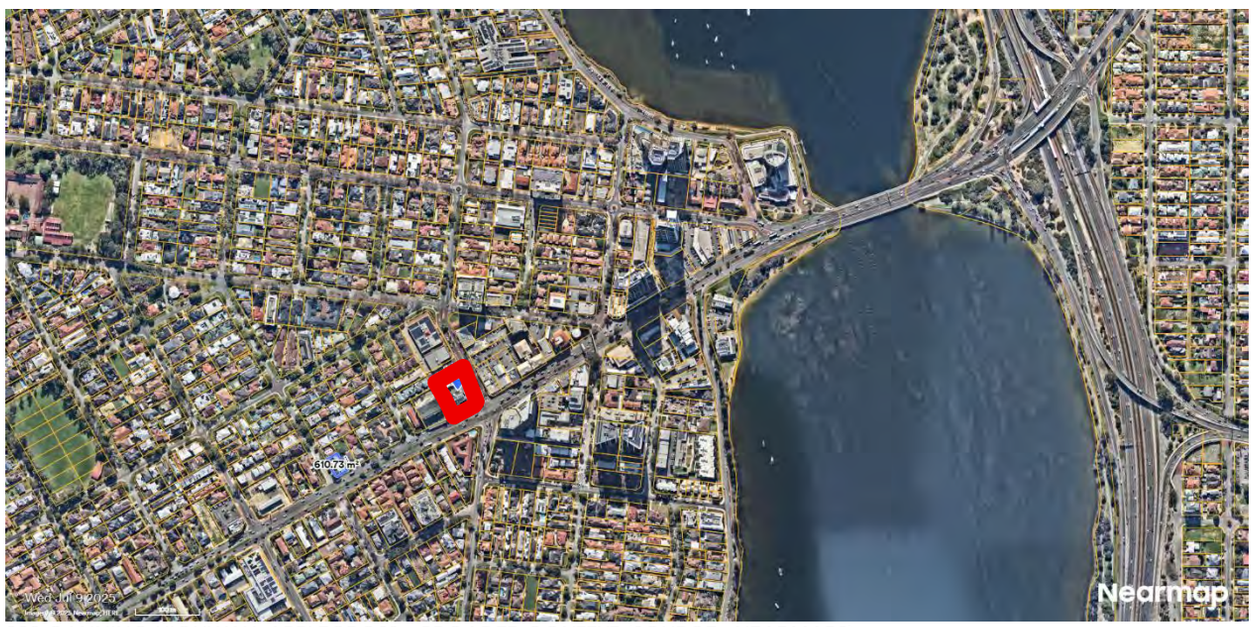


880 CANNING HIGHWAY ADJOINING TO THE WEST (APARTMENTS TO REAR, VIEWED THROUGH SUBJECT LAND)

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'.

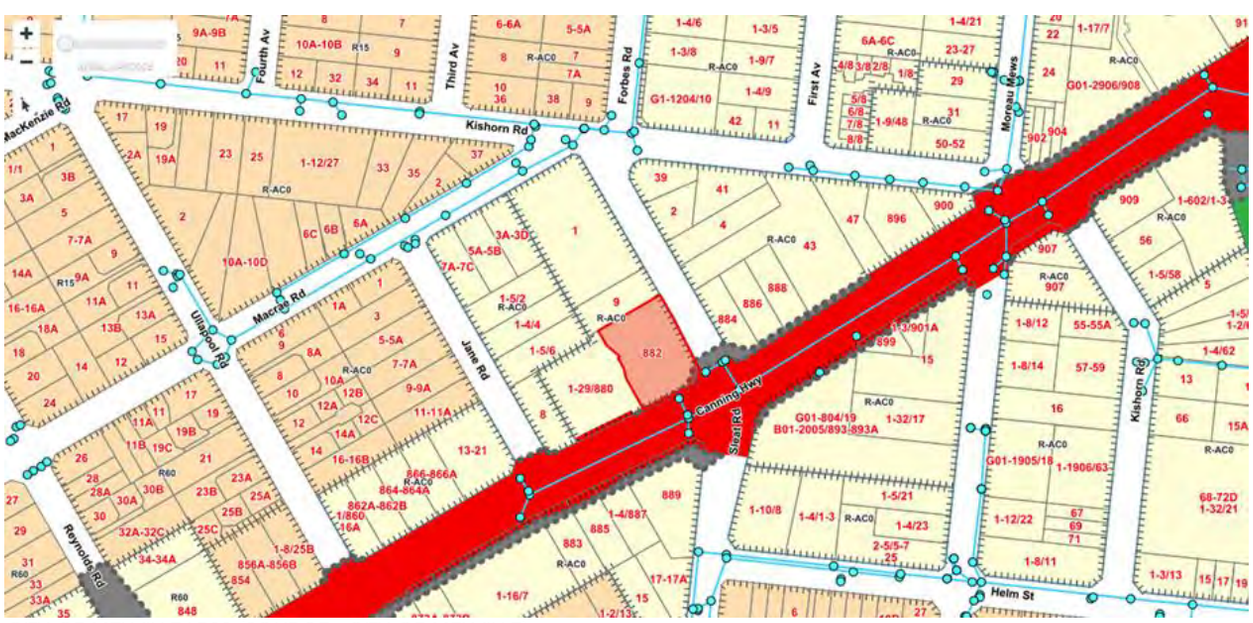


MRS (SOURCE: WAPC)

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*.

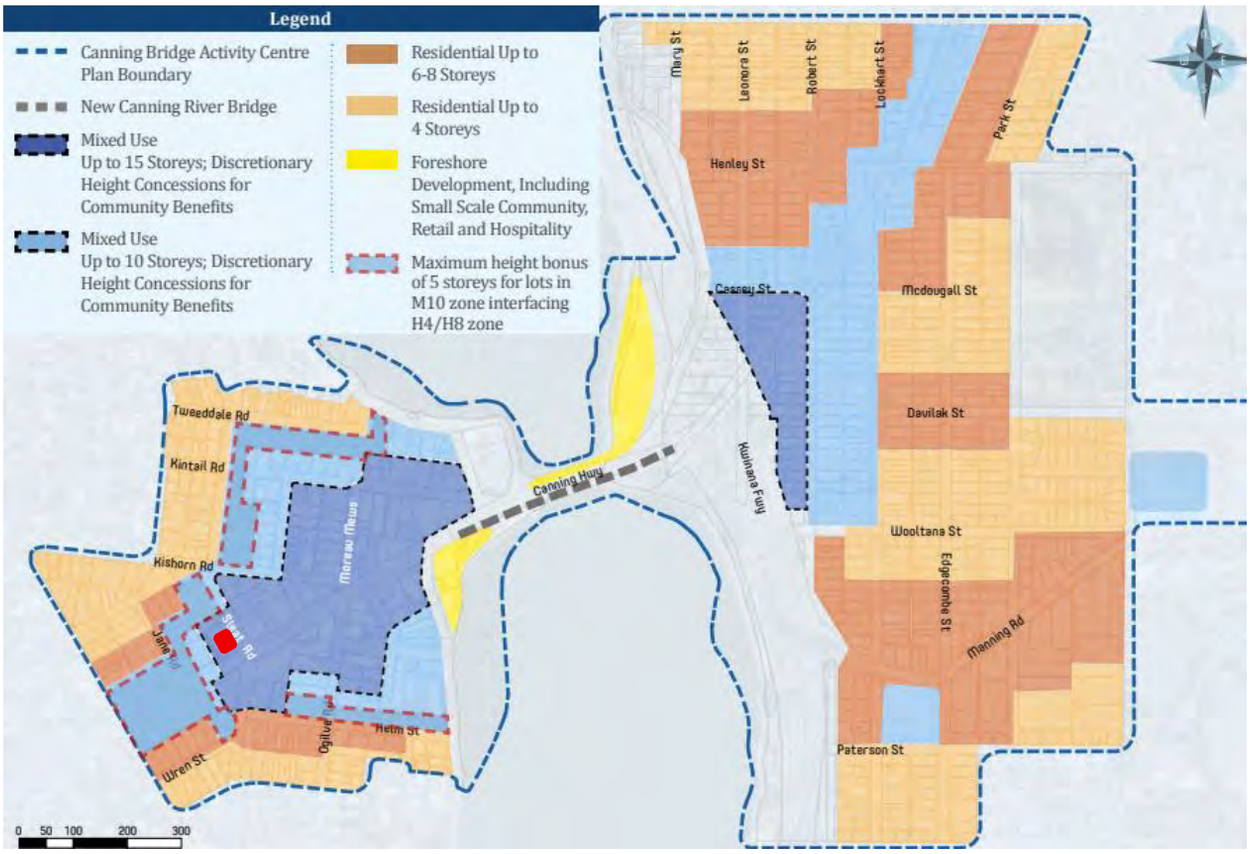
Canning Bridge Activity Centre Plan (CBACP)

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 12,944m^2;
- Three (3) specialty tenancies at street level, and one (1) food and beverage tenancy (also at street level), comprising a total 509.5m^2 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
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 … .*	*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*	Food and beverage tenancy and 3x specialty shop/retail tenancies ✓ Office all storeys ✓ Desired Outcomes and Requirements met.

	Amusement, Recreation - Private	

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		
Form and Mass DO 2 *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).*	*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.* *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.* *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).* *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.*	Urban edges proposed to both Canning Highway and Sleat Road ✓ Pedestrian entry central to Sleat Road, vehicular access peripheral to building footprint (urban edge priority) ✓ Site area 2,616m² ✓ Development extent across both street frontages save north side frontage (sewer easement). Building frontage and podium aligned ✓ Active uses at street level (base of podium), landscaped outdoor deck atop podium ✓ Desired Outcomes and Requirements met.
Element 3		
Heights DO 3 *To ensure that building heights are consistent with the desired*	*3.1 Maximum building heights shall be in accordance with Figure 2 Canning Bridge*	Minimum site area met ✓

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. *Applicants are encouraged to provide variation in scale, bulk and form along the streetscape as per Figure 8.* *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.*	*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.* *3.2 For buildings in the M15 Zone, notwithstanding the 15 storey height limit, no building shall exceed 48 metres above NGL.* *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.* *3.4 Nothing in Clause 3.2 precludes the consideration of a bonus height allowance as provided for in Element 21 and Element 22.*	 See section below re: building height. >7.0m, <13.5m ✓ See section below re: building heights.
Element 4		
Street Setbacks DO 4 *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.* *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.* *Alternative means to reduce bulk and scale such as green walls and façade articulation are also encouraged.* *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*	*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.* *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.*	Three (3) storey podium ✓ Fourth floor and above setback ✓ Building setbacks as required, with increased setbacks to plaza forecourt and building lobby ✓ Desired Outcomes and Requirements met.

creating unnecessary breaks in active frontages as per Figure 7.		
Element 5		
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.*	*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.*	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.
Element 6 Linked Pathways	N/A	-
Element 7		
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.*	*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.*	Weather protection proposed over the footpath/within the street verge as required ✓ >3.0m proposed ✓

	7.3 Awnings shall be a minimum of 3.5 metres in height from the natural ground level to the awning. *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.*	3.75m proposed to underside of awning/s ✓ Food and beverage (café) seating proposed internal to plaza forecourt ✓ Desired Outcomes and Requirements met.
Element 8		
Landmark Buildings DO 8 *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.*	*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.* *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.*	Building proposed to meet the landmark requirement for the corner of the Canning Highway and Sleat Road, north-western quadrant ✓ Design vertically and horizontally articulated (Clause 8.2) ✓ 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.* Desired Outcomes and Requirements met.
Element 9		
Facades DO9 *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*	*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*	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 ✓

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.*	*infrastructure or service entrances* *9.2 Proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less that 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.* *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.* *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.* *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.* *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.*	Extensive glazing (>50%) across street frontages ✓ Upper levels extensively glazed ✓ Materials and finishes at street level robust for the purposes of discouraging/minimising vandalism and graffiti ✓ Building entry design (plaza forecourt) open and transparent (extensive glazing) and supported by active uses (food and beverage and specialty tenancies) ✓ FFL's similar to existing on-site, maintaining status quo where relative to perimeter levels ✓ Desired Outcomes and Requirements met.

Element 10		
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.*	*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 of12m2 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.*	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, 367m^2) ✓ Expansive landscaping also proposed atop podium (outdoor roof deck 1,129m^2) ✓ Landscaping required: 75%/1,962m^2 Landscaping proposed: 1,638m^2/62.61% × 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 (m^2 proposed) … Desired Outcomes and Requirements met.
Element 11		
Sustainability DO11 *To encourage the use of sustainable forms of transport*	*11.1 All non-residential development shall provide end of trip facilities comprising one change room per storey*	EOT facilities proposed. Concentration at ground floor level in the vicinity of bike parking acceptable. Private

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:* • *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.* *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.*	*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.* *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.* *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.* *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.* *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*	facilities (toilets and showers). lockers proposed ✓ Showers required: 13.45 Showers proposed: 10 × Exercise of discretion sought Note Lockers required: 130 Lockers proposed: 23 × Exercise of discretion sought EV charging bays required: 8.07 EV charging bays proposed: 9 ✓ Note: number of EV bays required based on 25% reduction in parking requirement (Cl9.2 LPP1.6). EV bays proposed in conveniently accessible location, Level 1 See: *Environmentally Sustainable Design Strategy* prepared by SUMMATION.

	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. *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.*	
Element 12		
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.*	*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.*	See: Architectural Acoustics report prepared by GABRIEL HEARNS FARRELL.
Element 13 Adaptability	N/A	-
Element 14		
Street Edges DO 14	*14.1 Development adjacent to street edges shall ensure*	Permeable access proposed across the ground floor level,

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.	*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.*	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.
Element 15		
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.*	*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.*	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.
Element 16		
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).*	*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.*	Visually permeable fencing executed in a manner that discourages vandalism and graffiti proposed on the west side boundary ✓ Desired Outcomes and Requirements met.

Element 17		
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.*	*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.*	As required ✓ Desired Outcomes and Requirements to be met.
Element 18		
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.*	18.1 Basement car parking or parking sleaved 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.	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 URBII. 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 (Cl9.2 LPP1.6) Bike parking required: 134 Bike parking proposed: 134 ✓

	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 sleave car parking areas with active land uses as per Figure 15.	Screening treatment proposed around podium, levels 1 and 2 ✓ 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*.
Element 19		
Servicing and Functionality DO 19 *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.*	*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.* *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.* *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.*	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) ✓ See: WMP prepared by URBII.
Element 20		
Safety DO 20 *Crime Prevention Through Environmental Design or CPTED uses the built*	*20.1 Access to and through a development shall be safe and efficient. Entrances shall be positioned so that all*	As required ✓ The safety aspect to the proposed development

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.	*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.* *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.* *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.* *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.* *20.5 Lighting proposed for all development shall be*	(Principle 7) was supported at both DRP 1 and DRP 2. As stated in DRP 2 minutes … *Strengths* *a) Separation of service and parking entries.* *b) A single street crossover for the car parking.* *Areas for improvement* *c) None.* Desired Outcomes and Requirements met.

	designed so as to limit the possibility of dark shadows in adjacent private and public open spaces.	
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.*

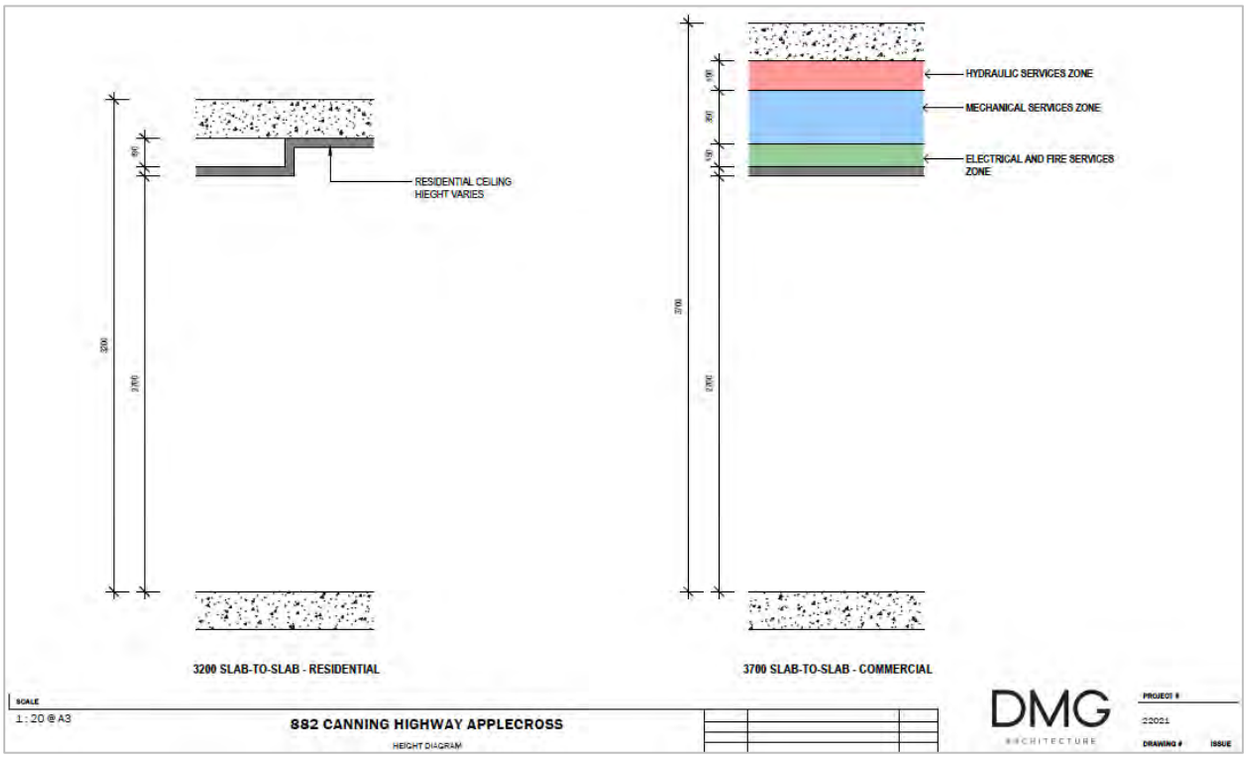
The subject proposal involves floor-to-floor heights of 3.7m.

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 COMMERICAL (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.

<u>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</u>.



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 <u>not</u> 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
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) *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)	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):- 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 m²;	Yes ✓ Site area 2,616m²
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*	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. Yes ✓ See: Environmentally Sustainable Design Strategy prepared by SUMMATION. 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.* Yes ✓ See: TIA prepared by URBII Yes ✓ See: Environmentally Sustainable Design Strategy prepared by SUMMATION (Sections 2.3.2, 2.3.3 and 2.3.4) Yes ✓ Plane trees in Sleat Road retained, with the plating of additional (trees) proposed. See also:

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

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) • Furniture • Landscaping • Piazza	Furniture proposed is to consist of > 20 seats in the plaza forecourt. Additional seating is also proposed in the building lobby in the vicinity of the reception (7 seats). Value = 5 units. Ground floor/street level landscaping 367m^2 in size. Value = 10 units. Whilst not receiving a unit value, the Sleat Road plaza forecourt will perform a similar function to a piazza.
22.1.2 • Podium Garden (400m^2) • Rooftop Garden (400m^2)	Podium garden/roof top garden to ground, proposed 1,129m^2. Value = 10 units.
22.1.5 Pedestrian Networks	The proposed development will contribute significantly to the improvement of pedestrian networks around the subject land i.e. on Canning Highway and Sleat Road. At present, pedestrian environment poor. Both frontages are exposed and inhospitable. The urban edge proposed to both frontages will provide for activation, engagement, natural surveillance and weather protection. Value = 10 units. See following page …

	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, Graffitti, 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-serviced 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:-

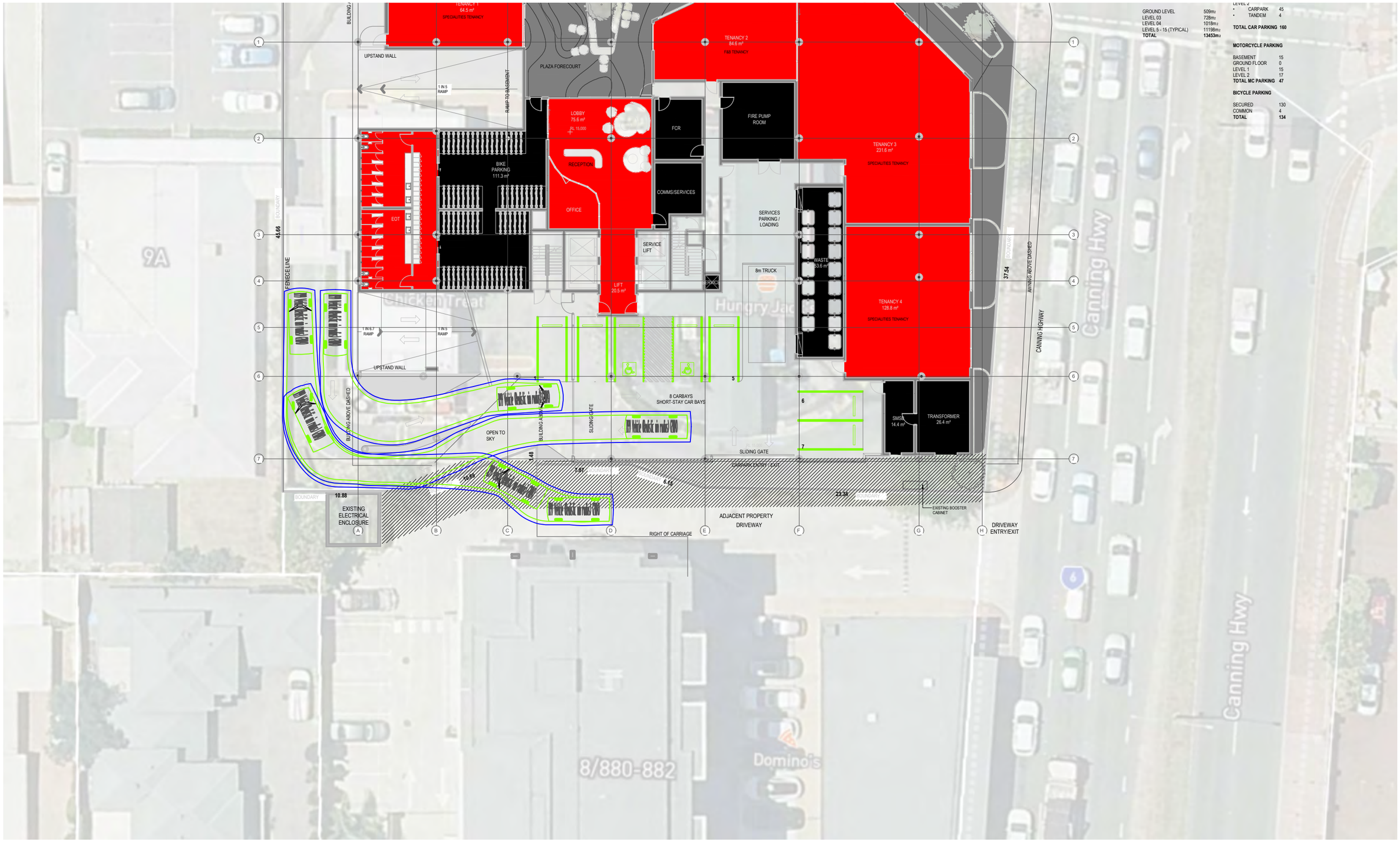
- The City of Melville's support is sought, including the exercise of discretion and support for the variations proposed; with
- The City respectfully asked to assess and recommend via an RAR the application be approved by the Metro Inner South JDAP.

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



GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

LEVEL 2
- CARPARK 45
- TANDEM 4

TOTAL CAR PARKING 160

MOTORCYCLE PARKING

BASEMENT	15
GROUND FLOOR	0
LEVEL 1	15
LEVEL 2	17
TOTAL MC PARKING	**47**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

Revision notes:

Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Carcione Nominees Pty Ltd

Project: U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

Drawing Title: Swept path analysis
AS2890.1 - B99 Vehicle

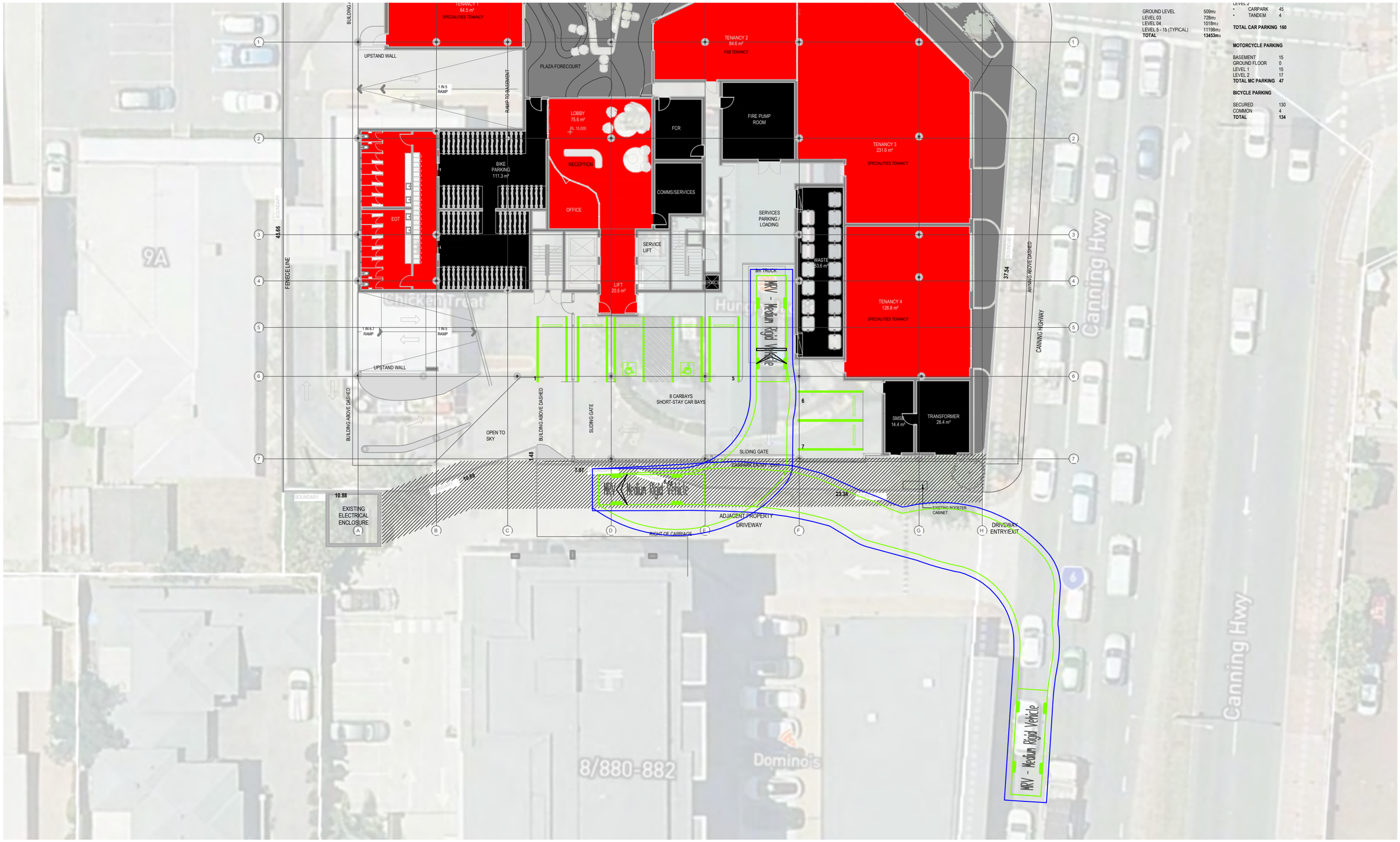
Date: 02/09/2025

Scale @ A3: 1:300

Revision: sk03

urbii
Sustainable Transport. Safe Solutions

PO Box 4315, Baldivis WA 6171
customer@urbii.com.au
0433858164



GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

LEVEL 2

- CARPARK 45
- TANDEM 4

TOTAL CAR PARKING 160

MOTORCYCLE PARKING

BASEMENT	15
GROUND FLOOR	0
LEVEL 1	15
LEVEL 2	17
TOTAL MC PARKING	**47**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

Revision notes:

Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by:
Paul Ghantous

Client:
Carcione Nominees Pty Ltd

Project:
U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

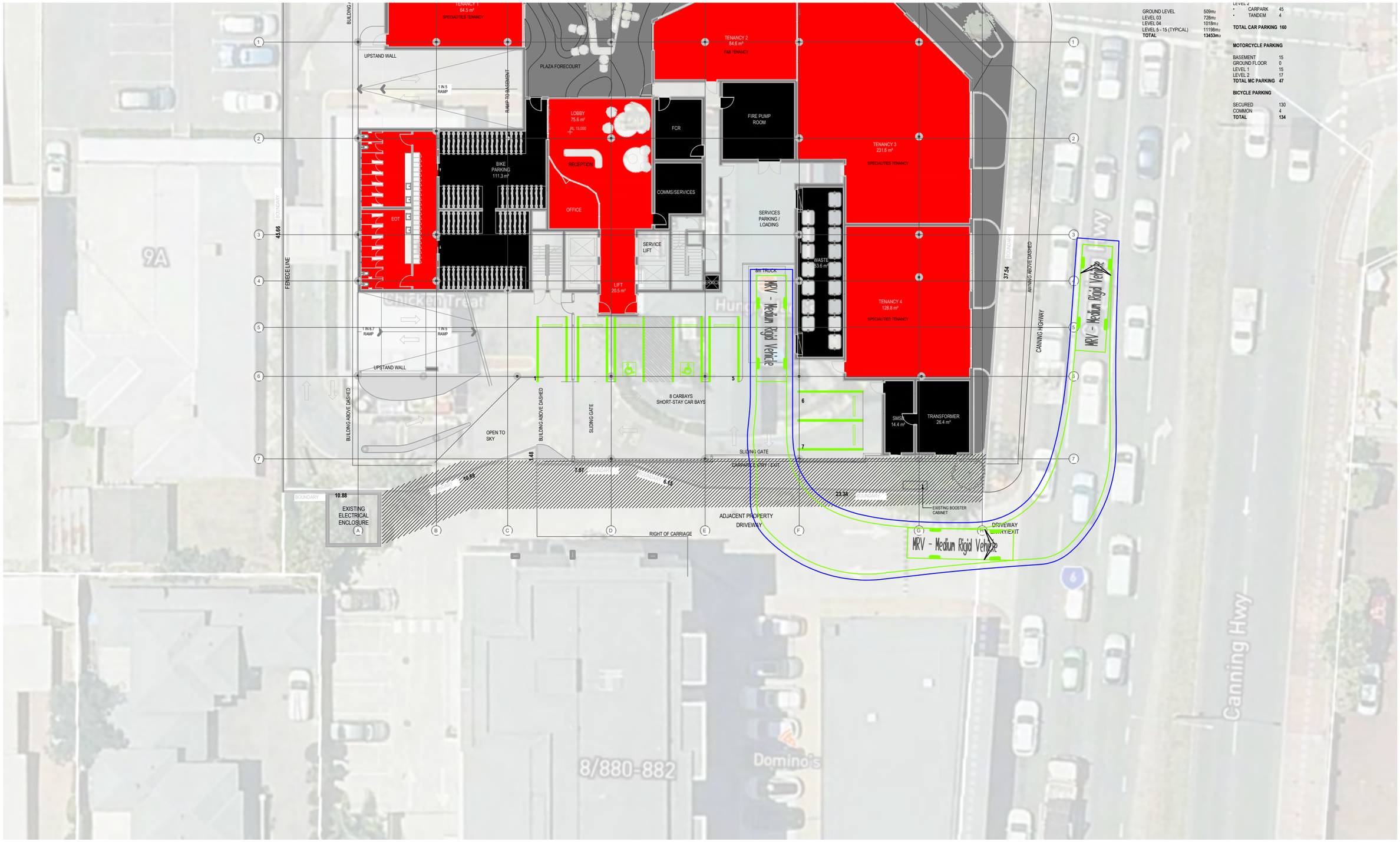
Drawing Title:
Swept path analysis - service vehicle entry
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date:
02/09/2025

Scale @ A3:
1:300

Revision:
sk01

urbii
Sustainable Transport. Safe Solutions
PO Box 4315, Baldivis WA 6171
customer@urbii.com.au
0433858164



GROUND LEVEL	509m²
LEVEL 03	728m²
LEVEL 04	1018m²
LEVEL 5 - 15 (TYPICAL)	11198m²
TOTAL	**13453m²**

LEVEL 2
- CARPARK 45
- TANDEM 4

TOTAL CAR PARKING 160

MOTORCYCLE PARKING

BASEMENT	15
GROUND FLOOR	0
LEVEL 1	15
LEVEL 2	17
TOTAL MC PARKING	**47**

BICYCLE PARKING

SECURED	130
COMMON	4
TOTAL	**134**

Revision notes:

Rev:	Date:	Notes:
1	02/09/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: Carcione Nominees Pty Ltd

Project: U24.183 - 882 Canning Hwy, Applecross
Proposed Commercial Development

Drawing Title: Swept path analysis - service vehicle exit
AS2890.2 - 8.8m Medium Rigid Vehicle (MRV)

Date: 02/09/2025

Scale @ A3: 1:300

Revision: sk02

urbii
Sustainable Transport. Safe Solutions
PO Box 4315, Baldivis WA 6171
customer@urbii.com.au
0433858164

Enquiries: Sophie Trinh on (08) 9323 4758
Our Ref: 17/1033 (D25#1204800)
Your Ref: DAP-2025-8 (DAP/25/02969)

11 December 2025

Chief Executive Officer
City of Melville
Locked Bag 1
BOORAGOON WA 6954

Email: pb.planning@melville.wa.gov.au (via email)

Dear Sir/Madam,

JDAP APPLICATION – PROPOSED 16 STOREY OFFICE BUILDING WITH 3 X COMMERCIAL TENANCIES – LOT 189 (NO.882) CANNING HIGHWAY, APPLECROSS – DAP-2025-8 – DAP/25/02969

In response to correspondence received on 9 December 2025, please be advised that Main Roads supports the proposal subject to the following conditions being imposed:

Conditions

1. No part of the development, other than the temporary structures, shall be located within the land requirement for Canning Highway, or within the land requirement for Planning Control Area (PCA) No. 185 as detailed in the enclosed Plan No. 1_8144-1.

   Justification for Condition

   This condition ensures that the development does not compromise the ultimate road design for Canning Highway. No form of the development should encroach upon the identified land requirement. This includes but is not limited to car parking, building anchors, permanent awnings, retaining walls and any associated infrastructure services.

2. All temporary structures encroaching on the Canning Highway Primary Regional Road Reservation and PCA 185, including but not limited to the overhanging awning, planters, paving, and landscaping, shall be removed by the landowner within 28 days of receiving notice from Main Roads. The removal of these structures shall be carried out to Main Roads' requirements and at the full cost of the landowner.

   Justification for Condition

   The development must not compromise the ultimate road design for Canning Highway.

3. Prior to the submission of a building permit application, a Traffic Management Plan for construction shall be submitted for approval to the satisfaction of the City of Melville in consultation with Main Roads. The Traffic Management Plan must detail how traffic shall be managed at all times and must be implemented and maintained throughout the construction of this development.

Justification for Condition

Protection of the operation and function of the road network.

4. Prior to undertaking works within the Canning Highway Road Reserve, a Working on Roads Permit must be obtained from Main Roads.

   Justification for Condition

   To ensure the works maintain public safety and do not conflict with other scheduled works such as services and routine maintenance or cause unacceptable disruption to the movement of people and freight.

5. Prior to the issue of a Building Permit, the redundant vehicle crossover is to be removed, and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Melville and to the specifications of the local government.

   Justification for Condition

   Public safety and protection of the Road Reservation.

6. The signage component is not approved as part of this application.

   Justification for Condition

   Due to the absence of the signage content within the referral package, an assessment against Main Roads “Policy and Application Guidelines for Advertising Signs Within and Beyond State Road Reserves” is unable to be undertaken.

   In accordance with Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2, Part 9, Clause 67(2) (f) it is appropriate to exclude the signage component as assessment against the relevant state policy is unable to be executed.

7. Stormwater discharge shall not exceed pre-development discharge to Canning Highway Road Reserve.

   Justification for Condition

   To ensure there is sufficient capacity in the Canning Highway stormwater network to accommodate its requirements. This is a standard requirement for development adjacent to a State Road.

8. All waste collection is to be onsite.

   Justification for Condition

   Public safety. Condition confirms Main Roads requirements

Advice

a) Lot 189 is impacted by PCA 185 for the future upgrade/widening of Canning Highway, as shown on the enclosed PCA No. 185 Plan 1_8144-1. The land will be required for road purposes at some time in the future.

b) Where a PCA is in place, approval for development is required from the Western Australian Planning Commission, as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary.

c) There are key services (including MRWA traffic signal conduits and controller) located within the footpath that will need to be taken into consideration when excavating the basement levels.

d) The access on Sleat Road may be modified to left-in/left-out due to a raised median in the future, subject to the review of Canning Highway.

e) The upgrading/widening of Canning Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

f) Regarding to Condition 4, the applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.

Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development

Should the City disagree with the above conditions or require further information please do not hesitate to contact Sophie Trinh on (08) 9323 4758.

Please ensure a copy of the JDAP's final determination is sent to planninginfo@mainroads.wa.gov.au.

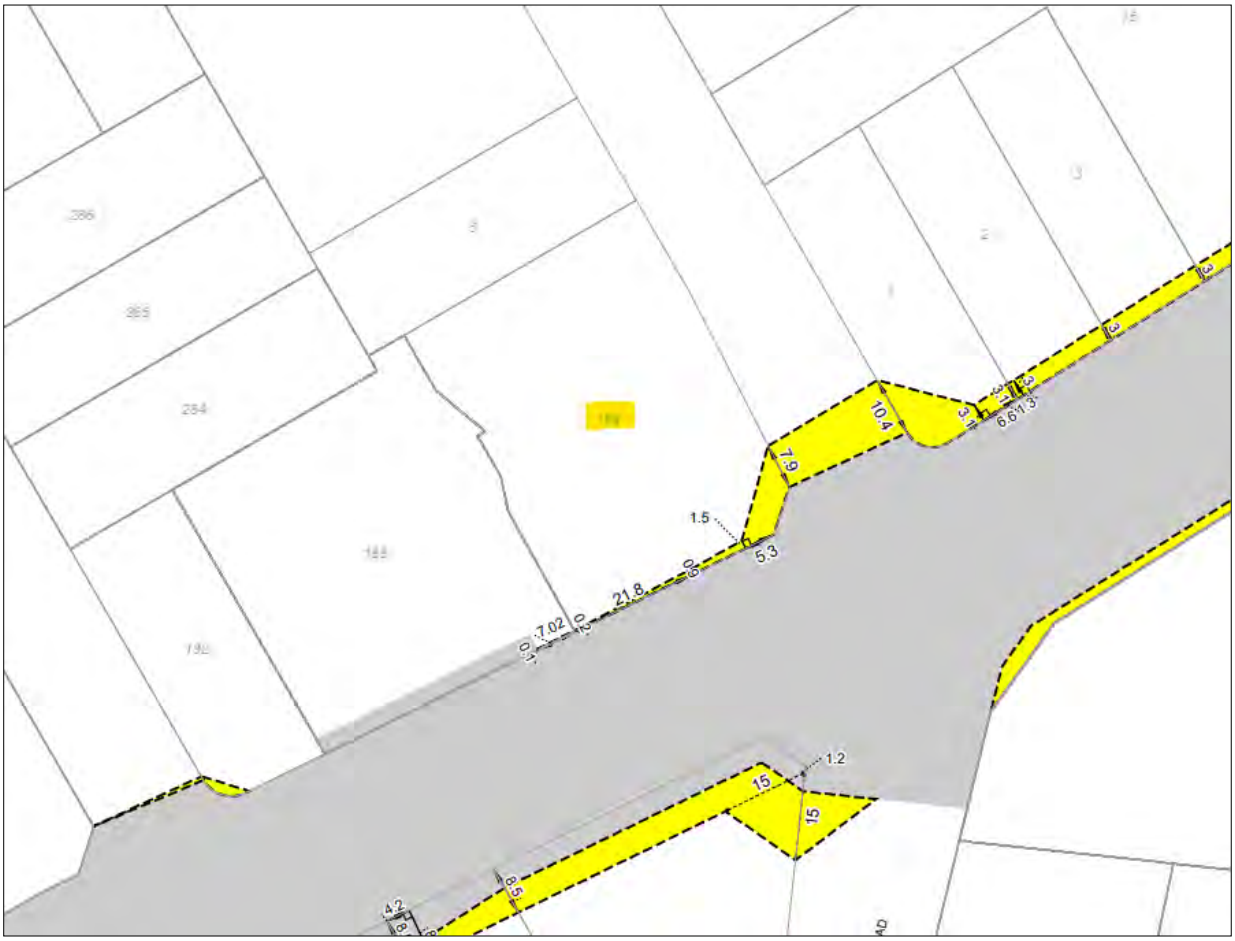
Yours sincerely

Jana Jegathesan
Planning Assessment Coordinator

Encl: Extract of PCA No. 185 Plan 1_8144-1

mainroads WESTERN AUSTRALIA

Extract of PCA No. 185 Plan 1_8144-1



Our Ref: CGC-48(4)

17 November 2025

City of Melville
10 Almondbury Road
BOORAGOON WA 6154

Attention: Cameron Sturges, Acting Senior Statutory Planner

C/- Cameron.Sturges@melville.wa.gov.au

Dear Cameron

882 CANNING HIGHWAY, APPLECROSS – OFFICE BUILDING WITH GROUND FLOOR COMMERICAL (RESPONSE TO RFI AND SUBMISSIONS RECEIVED)

With respect to the matters raised in your email dated 24 October 2025, the following responses are provided (in conjunction with material prepared by other members of the consultant team).

1. Parking

Following communications post-receipt of the City's RFI email, it was agreed to meet to discuss parking and traffic.

In a meeting at the City's offices 6 November 2025, the project traffic consultant met with the consultant engaged on behalf of the City to complete a peer review of the proposed development. At the conclusion of the meeting, it was agreed an amended TIA be submitted, including responses to matters discussed.

The amended TIA is provided today (17 November 2025), with Section 9.6 delivering the results of a benchmarking exercise into parking provision where policies relevant to like-development have been applied in metropolitan Perth.

2. Sleat Road Access/Egress

Two-way movement is now agreed across the subject land (882 Canning Highway) and that adjoining (880 Canning Highway). Agreement represents an expansion of what was offered by the current landowners of 882 Canning

Highway in 2012. Specifically, access 'to' Sleat Road was offered (not access 'off' Sleat Road).

Movement across 882 Canning Highway in favour of 880 Canning Highway will be protected by a right of carriageway.

3. Landscaping

The revised landscape package prepared by TDL will be submitted to the City no later than 5pm, 18 November 2025.

4. Ground Floor Uses Clarification

The ground floor use classification applied to Tenancies 1, 3 and 4 is 'Shop'. The use represents that referred to in the Zoning Table in the City's *Local Planning Scheme No.3*, which is also referred to under 'Element 1, Land Use' in the CBACP i.e. for consistency purposes.

5. Finished Floor Levels

Finished floor levels for the proposed development have been reduced by 500mm, the reduction providing for uniformity with existing levels at street level around the subject land (or close to).

A reduction in FFL heights has resulted in a reduction in the overall height of the proposed building by the same amount.

6. Solar Access

The information presented in the planning submission supporting the development application in relation to solar access, and that contained in the Amenity Statement in relation to the same matter, substantiates a scenario whereby the proposed development in relation to solar access is favourable.

By virtue of where the subject land is positioned in the context (corner location, bound by two (2) road reserves and on the north side of Canning Highway/30m road reserve), and using the standard for assessing the matter, the proposed development will not materially affect the locality in respect of solar access.

The diagram on the following page shows the extent to which the proposed development will cast a shadow at 12 noon on June 21.



OVERSHADOW PLAN (SOURCE: DMG)

As can be seen above, the apartment building on 880 Canning Highway is not affected nor are the grouped dwellings on Jane Road. As mentioned in the Amenity Statement … *At 12 noon 21 June, overshadowing will … be over Canning Highway and the parking area of the motel adjacent (south-west corner of Canning Highway and Sleat Road)*.

7. Changes to Plans From DRP

DMG have prepared a spreadsheet identifying the changes to the plans and elevations following the 2nd DRP meeting. This spreadsheet is provided today (17 November 2025).

8. MRWA

To respond to amended plans (as advised by the City of Melville 17 November 2025).

Response to Submissions Arising from Consultation

As a preface to the comments below, the City of Melville consulted around 1,300 residents and property owners. In total, 37 submissions were received, with one (1) in support and 36 in opposition.

The outcome in percentage terms i.e. submissions received v numbers consulted, amounts to 2.84%.

Countering those in opposition, the small number of submissions received viz a viz numbers consulted could be deemed an endorsement of the project.

Matter/s Raised	**Response**
Traffic, Parking & Safety	
Concerns about traffic congestion and surrounding road network in relation to Canning Highway and the surrounding area.	The subject proposal seeks to deliver a balanced approach to traffic and parking, with a strong emphasis on alternate transport modes viz a viz the over-use of private cars. Alternate modes include the use of bicycles, motor bikes and public transport (via walking and pedestrian movement). The approach is entirely consistent with Objective No.7 for the CBACP area which reads as follows … *Maximise access to and through the CBACP area by walking, cycling and public transport while reducing private car trips*.
Concerns about parking availability within the proposed development and the surrounding roads.	As above + refer to the Urbii's revised Traffic Impact Assessment.
Concerns in relation to the impact on the Sleat Road and Canning Highway intersection.	As above + refer to the Urbii's revised Traffic Impact Assessment.
The actual parking shortfall is likely much greater than what is proposed.	Invalid. Information regarding parking presented with the development application correct (and transparent).
Encouraging more bicycles and motorcycles in a congested area is a concern for pedestrians and cars.	As mentioned above, it is an objective to *Maximise access to and through the CBACP area by walking, cycling and public*

	transport while reducing private car trips. In an activity centre like Canning Bridge, alternate transport modes are to co-exist together.
Concerns in relation to two-way access between Sleat Road and 880 Canning Highway.	As mentioned above, the property owner agrees to two-way movement.
Suggestions to add public parking to the proposed development.	Public parking is not proposed. The proposal is for a private office building.
Design and Scale of Development	
Building height is too high and exceeds what is permitted in the CBACP.	See comments in planning submission presented with development application, where the matter of building height is presented as acceptable under the planning framework for the location, including Elements 21 and 22 in the Design Guidelines in the CBACP, and the City's applicable Local Planning Policies. Additionally:- • The proposed development is on a landmark corner in the CBAC area; • Is lower in height than the development on the adjacent side of the same landmark corner (16 v 22 storeys); • Is lower in height than other taller buildings in the CBAC area, including buildings up to 30 storeys in height; and • Is presented at a height supported by the City of Melville's Design Review Panel. It is also noted: the overall height of the building is to be reduced by 500mm because of the lower (by 500mm) FFLs.
Concerns in relation to location of amenities within the building.	In-building amenities, particularly bike parking and End-of-Trip facilities are proposed in a highly accessible location, making for convenient and appealing use. The podium, outdoor landscaped deck is also well positioned, accessible and

	available for use by workers on the same level and the office floors above.
The proposed design is out of character in comparison to other nearby buildings.	The design is for an office building, distinctly different to a residential apartment building. It has evolved over the past 12 months, with change informed by recommendations of the City of Melville's Design Review Panel (Panel supports proposed design).
Scale of the building is excessive.	See comments above re: height.
The proposed development will impact the surrounding streetscape.	The development proposed is as envisaged by the planning framework applicable to the land and location. At street level, the interface with the streetscape will be as required, consisting of a transparent and engaging ground floor plane (multiple tenancies and the building entrance, lobby and reception).
Concerns design has a lack of integrated nature and environmental design principles.	The proposed development has been submitted with an Environmental Design Strategy prepared by a reputable ESD consultancy. The strategy identifies the sustainability initiatives being considered for inclusion in the development (to be finalised as the project moves from the development approval stage, via documentation and the preparation of working drawings to obtain a Building Permit).
Concerns the proposed development will set a precedent in relation to height which will block light and views from other surrounding properties.	The proposed development is for an office building that will be lower in height than other buildings, in-situ, on either side of Canning Highway (no precedent will be set). Loss of light (by virtue of overshadowing) will not materially impact the locality (see comments above and Amenity Statement submitted with the development application). Views will not be impacted. Rather, the proposed building on a landmark corner in

	will assist in defining the entry point to the activity centre, and the view corridor looking through the area to the east.
Concerns in relation to lack of landscaping.	The proposed development presents with a large amount of landscaping.
Suggestions to adjust the proposed height.	The proposed height is presented with support in relation to what is proposed (and been reduced by 500mm because of the lower (by 500mm) FFLs).
Impact on surrounding infrastructure	
Concerns regarding impact on public transport, water, sewerage and utilities	Part 2 to the CBACP, specifically Section 7.3 deals with Services Infrastructure. The development will be designed at the documentation/working drawings stage to integrate with available services.
Concerns regarding construction impact on surrounding residential apartments.	Existing apartment buildings have been built in a manner that protects adjoining and adjacent buildings during construction. The same will take place with the proposed development.
Amenity	
The proposed development will result in a loss of amenity for current residents.	Amenity in the case of the CBAC should be 'forward-looking' given the clear vision for the location, this reflected in objectives and goals for the area (and the use and development of land informed by the Design Guidelines for the area and the City's Policy base). At a distance i.e. beyond where the subject land is positioned on the intersection of Canning Highway and Sleat Road, local or immediate amenity should not be affected by the proposed development.
The proposal will result in overshadowing to neighbouring properties.	See comments above responding to RFI point 6 in relation to the matter of Solar Access.
Concerns regarding loss of community character.	Character for the area that envisaged in the CBACP, best appreciated by referring to the '*Guiding Principles*', '*Objectives*' and '*Goals*' contained in this document (pages 6, 7 and 8, *Canning Bridge Activity Centre Plan*).
Land Use	
There is already a high number of vacant office space within the CBACP precinct.	'Office' is a preferred land use in the M15 zone in the CBAC area. The proposed

	development will proceed with a pre-commitment to the floor space within. That is, the development will not progress and be vacant.
Concerns in relation to too much high-density residential development with lack of public open space.	The subject proposal is for non-residential development.
Concerns in relation to surrounding commercial and food and beverage tenancies being vacant.	The proposed development will support commercial, and food and beverage tenancies in the CBAC area.
There is an existing lack of services/facilities in the area.	The proposed development provides scope for the provision of service-related land uses, subject if necessary to a change of use.
Suggestion to provide demand evidence for commercial space.	The proposed development will proceed with a pre-commitment to the floor space within.
Concerns regarding loss of existing fast-food restaurants at the subject site.	Proposed development presented as an opportunity, contributing the maturation of the CBAC area.
Environmental Concerns	
Concerns in relation to increase in exhaust fumes and brake/tyre particle emissions resulting from traffic congestion.	Part 2 in the CBACP states the following … *The predicted shift to more sustainable forms of transport is likely to offset an increase in movement volume resulting in limited net change to air quality*.
Concerns in relation to noise from additional traffic.	The acoustic report prepared by Gabriel Hearns Farrell indicates the proposed development likely complies with the *Environmental Protection (Noise) Regulations* (and does not express concern in relation to the project). Furthermore, detailed consideration of noise *is required throughout the design development and documentation stages of the project, to ensure compliance with the relevant regulations, codes and acoustic quality standards*.
Concerns in relation to light reflection from the building façade/windows.	Glazed building facades are commonplace in the CBAC area.
Lack of tree canopy coverage within the area.	The proposed development includes many trees, including 15+ at the podium level.

Property Value	
Perceived negative impact on property values.	Invalid as a planning concern.
Other Issues	
Concerns that proposed development is missing wind-impact assessment, acoustic analysis and detailed traffic modelling.	The matter of wind is addressed in the Amenity Statement prepared for the project. Acoustic analysis and traffic modelling have been undertaken by Gabriel Hearns Farrell and Urbii consultants respectively.
Concerns regarding impact of building over easement on the western boundary.	The proposed development is to respect any easements that exist, including on the western side boundary.

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

Yours sincerely
MW URBAN



Tony Watson

Design Review Report – Chair review

882 Canning Highway, Applecross

31st October 2025

Design Review Report		
Subject	**Office/mixed use development** **882 Canning Highway, Applecross**	
Date	31st October 2025	
Time		
Location		
Design Reviewers	Malcolm Mackay	DRP Chair
Proponent	Carcione Group	
Project Team		
Planning Authority	City of Melville	
Stakeholders		
Declarations	None	
Briefings		
Relevant Authorities Project Team		
Design Review Report endorsement		
Reviewer's signature	 Malcolm Mackay - DRP Chair	

Design quality evaluation		
		Supported
		Pending further attention
		Not yet supported
		Yet to be addressed
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		Strengths a) The site analysis provided was helpful in explaining a basic understanding of the locality. b) The provision of street frontage tenancies is good and are now well articulated with piers and stall risers that better relates to traditional street-front expression. c) The principle of establishing of a bold built form on a prominent street corner is positive, and together with the animated cladding of the tower and the highly articulated podium, should become something of a landmark. d) The allusion to local geology has merit. e) The tower component has been better expressed as a 'building in the round'. f) The elevations in the broader context demonstrate how the development contributes to an emerging cluster of towers. **Areas for improvement** g) None.
Recommendations		***1. None.***
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		Strengths a) The inclusion of a landscape professional at an early stage and the preparation of a detailed landscape concept. b) The provision of generous landscaped spaces on the podium and the entry forecourt. c) Retention of the two large trees on Sleat Road. d) The planting provision metrics appear to be met. e) The use of an interesting paving pattern that transitions into the lobby. f) The planting palette is supported. g) The setback of the ground floor and inclusion of planting opportunities as an interface to Canning Highway is supported. **Areas for improvement** h) Include street trees on Canning Highway or provide a rationale as to why street trees cannot be included. i) Confirm that there is no undue impact on the roots of the existing street trees in Sleat Road from the basement or on the tree canopy from the building canopy. j) Show the verge treatments (both existing and proposed) and clarify how

		new paving transitions to existing paving.
Recommendations		***1. Check and confirm the viability of the existing trees in the context of the proposed basement retaining wall with input from an arborist If required. Note: this could be covered by a condition of approval.*** ***2. Clarify whether the paving in the verge will be as existing.***
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		Strengths a) Simple podium and tower form, largely suited to an office use. b) Overall form and scale appear to be generally consistent with the expectations of the planning framework other than height (which triggers the need for 'exemplary' architecture). c) Allowable building bulk is traded for additional height, which is a logical approach and enables a better proportioned building. d) The splitting of the tower into two improves the perceived slenderness. e) The rectilinear plan geometries contribute to an efficiency of use and construction. f) The hit and miss patterning to the tower helps to mitigate the previous repetitiveness of the cladding, although the wider blank panels are a concern. g) The extensive articulation of the podium and its modest height and the commercial uses overcome concerns about un-sleeved decked car parking. h) 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. i) The graduated pattern of solid wall elements is a more elegant solution and responds better to the orientations of the various elevations. **Areas for improvement** j) None.
Recommendations		***1. None.***
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		Strengths a) The design appears to be largely functional and fit for purpose, with simple effective planning and a logical rationale. b) The separate entry point for bikes to the EoT is supported, and preferable to mixing bikes and cars. c) The location of publicly available bike parking under the shade of an existing tree is logical. **Areas for improvement** d) Consider during the detailed design stage how F&B infrastructure (kitchen exhaust, grease traps, etc) could be accommodated to enable tenancy flexibility.

Recommendations		***1. Consider during the detailed design stage how F&B infrastructure (kitchen exhaust, grease traps, etc) could be accommodated.***
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
Comments		**Strengths** a) Preparation of a sustainability strategy by an ESD consultant. b) Identification of a range of energy and water-related sustainability and initiatives to target a Certified 5-star Green Star Buildings V1 rating performance. c) Generous EoT provision. d) Generous PV provision. e) All electric development. f) Better consideration of EV charging bays. g) The reduction in glass area to achieve better energy performance is noted, particularly on the western elevation. **Areas for improvement** h) Consider, at the detailed design stage, increasing the first-to-second floor-to-floor levels to 3.2m to enable adaptive reuse as car parking demand reduces over time. i) Consider how the PV could be better utilised - for example, through battery use or tying onto a local micro-grid.
Recommendations		***1. Review the podium levels at the detailed design stage for future proofing through adaptive reuse. Note: given that this will require an amended approval, it may be more prudent to make the update at this stage in the process.*** ***2. Explore how the use of the PV can be optimised through battery provision.***
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		Strengths a) Good access to daylight in the office floors. b) Provision of shade and shelter to the adjacent footpaths. c) Activation of the street edges. d) Provision of generous external breakout space on the podium deck. e) Provision of generous breakout balconies on each office floor. **Areas for improvement** f) None.
Recommendations		***1. None.***
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		Strengths a) A clearly defined main entrance with a forecourt space that provides a good transition from the street to the foyer. b) Ground floor tenancies have direct access from the streets. c) Separation of service and parking entries. d) A single car park entry from Sleat Road to serve both the basement and

		decked parking. e) A strong demarcation between the forms and uses of the podium and the tower. **Areas for improvement** f) None.
Recommendations		***1. None.***
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		Strengths a) Separation of service and parking entries. b) A single street crossover for the car parking. **Areas for improvement** c) None.
Recommendations		***1. None.***
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		Strengths a) The increase in worker population will support other day-time business in the locality. b) The ground floor tenancies will increase the range of local services. c) Locations for public art have been identified (with proximity to the main entrance). **Areas for improvement** d) In developing the public art components at the detailed design stage, consider how the artwork could be interpretive and functional, and contribute to the local sense of place.
Recommendations		***1. Consider meaning and functionality when developing the public art concepts.***
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		Strengths a) The design has a bold form, and now with a bolder expression of the tower. b) The articulation of the car park screening is excellent in its richness of articulation. c) The reference to the limestone narrative in the materials is supported. d) The articulation of the 'crevice' by simplifying it in the context of the bolder tower elevation treatment is successful in that the crevice is visually recessive. **Areas for improvement** e) None.

Recommendations	***1. None.***

Concluding Remarks

The Panel thanks the Applicant for revising the design following DRP. The design has improved as a result and is now supported by the DRP as a response to the 10 design principles of SPP7. Furthermore, the additional improvements have elevated the design to one that is exemplary for a medium-scaled office tower in an urban setting and will become a significant and recognisable element within the local. In this context it can be described as achieving the level of design excellence.

The Panel has identified some minor concerns most of which can be readily resolved through the detailed design process.

The Panel notes that the ground floor interface and, particularly, the canopy will be subject to comment from MRWA. It is important that any changes required to meet MRWA requirements do not undermine the intent or integrity of the building that has resulted in the Panel's support for the design – for example: removal or significant reduction in the canopy would significantly diminish pedestrian amenity and architectural articulation and would require a different high-quality resolution of the ground floor interface.

Design Review progress

	Supported
	Pending further attention
	Not yet supported
	Yet to be addressed

	DR1	*DR2*	*DR3 (chair review)*
Principle 1 - **Context and character**			
Principle 2 - **Landscape quality**			
Principle 3 - **Built form and scale**			
Principle 4 - **Functionality and build quality**			
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**			
Principle 7 - **Legibility**			
Principle 8 - **Safety**			
Principle 9 - **Community**			
Principle 10 - **Aesthetics**			

Draft Amended CBACP Assessment – Proposed 16-Storey Mixed Use Development - Lot 189 (No. 882) Canning Highway, Applecross

Draft amended CBACP Provision	Proposed Development Assessment
Form and Mass	The amended CBACP stipulates that tower floor plates are to be limited to 900m^2. The proposed development does not exceed this requirement. Under the amended CBACP, a maximum plot ratio of 4.2 applies to the M15 zone, unless bonuses are being sought under Elements 21 and 22 of the CBACP. As the proposed development is seeking additional bonuses under Elements 21 and 22, the maximum plot ratio would not apply to the proposed development.
Heights	The amended CBACP provides a maximum podium height of 10m above NGL. The proposal exceeds this requirement, however, assessment under Element 21 and Element 22 can be undertaken.
Canning Highway	The amended CBACP recognises that the built form response to Canning Highway will evolve as the plans for Canning Highway progresses. As such, design, land use and activation may need to recognise issues as a result of the modifications to Canning Highway. The proposed development has incorporated a design which responds to the potential future road widening of Canning Highway, providing removal fixtures within the associated PCA boundary if required.
Landscaping	The amended CBACP seeks to provide a minimum deep soil area equal to 20% of the overall site area and shall be in accordance with the definition outlined in the Residential Design Codes Volume 2. The proposed deep soil area is below the 20% requirement of the amended CBACP and therefore would require additional modifications to meet these requirements.

Minimum lot sizes	The proposed changes to the CBACP provides an increase to minimum lot sizes, however, the M15 minimum lot size will be reduced to 2,000sq.m. Accordingly, the subject lot will exceed the minimum lot size required for the M15 zone under the amended CBACP.
Street Setbacks	The amended CBACP proposes a 'mixed frontage' to Canning Highway and 'active frontage' to Sleat Road. Mixed Frontages are proposed to be a minimum of 4m, and Active Frontages are proposed to be a minimum of 3m. The proposed development includes a mixed frontage to Canning Highway which exceeds the 4m minimum and the 3m minimum required for the active frontage to Sleat Road.
Side and Rear Setbacks	Tower elements for development under the amended CBACP are required to be setback a minimum of 6m from side or rear boundaries to provide a minimum separation between tower elements on adjoining lots. The proposed development meets these requirements. Under the amended CBACP podium elements with active frontages require a nil setback and mixed frontages require a minimum 2m setback for the forward side setback (not more than 15m behind the proposed building line). For the balance of the side setback (more than 15m behind the proposed building line) both active and mixed frontages require minimum 4m setbacks. The proposed development would require discretion against these modifications.
Street Edges	Under the amended CBACP, the intended function of the street, and permissibility of alfresco and further street activation shall have regard for the street frontage type (i.e. active and mixed frontages). The proposed development meets these proposed requirements.
Bonus provisions	The bonus provisions under the amended CBACP allow for a maximum height of 64m or 20 storeys and a maximum plot ratio of 5.5. The proposed

	development would therefore exceed (only slightly) the provisions of the amended CBACP. The amended CBACP removes the requirement for development to demonstrate 5-Star Green Star Design Rating. As such, the proposed design has provided a Sustainability Report demonstrating the ability to meet the 5-Star Green Star Design Rating, exceeding the requirement.

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure