



# DEVELOPMENT APPLICATION FORM 2



CANNING BEACH PROMENADE, APPLECROSS  
OCTOBER 2021 - REV F (AMENDMENTS)

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# Executive Summary

Edge Visionary Living and Hillam Architects are delighted to make an application for this precinct-defining project on Canning Beach Road.

We are excited with the prospect of delivering Perth's very best integrated mixed use project to the Applecross foreshore.

This premium location is ideally suited to the Edge / Hillam brand, which focuses on delivering apartments that meet the expectations of discerning owners accustomed to premium quality homes in premier suburbs.

The Design Amendments that follow highlight the proposed changes relating to this application.

# Design Amendments

LOCATION OF AMENDMENTS	AMENDMENTS TO 2019 DA	PROPOSED AMENDMENTS
Ground Floor	<ul style="list-style-type: none"> <li>• Commercial tenancy sizes increased by approx. 90sqm</li> <li>• Tower 2 (T2) lobby layout adjusted, manager's office added.</li> <li>• Bicycle storage rooms revisited</li> <li>• Bin Room areas reduced</li> <li>• Commercial Bin room incorporated into staging area</li> <li>• Non-residential End-of-Trip facility relocated</li> </ul>	<ul style="list-style-type: none"> <li>• Layout to Medical suite amended</li> <li>• Fire services, water &amp; gas meter room added adjacent to carpark entry</li> <li>• Bulk waste layout amended</li> <li>• Wine Bar toilets amended</li> <li>• Staff EOT facilities relocated to Tower 1</li> <li>• Store numbers on this level reduced from 13 to 8</li> <li>• Lockers in public toilets &amp; EOT facilities increased from 26 to 45</li> <li>• Changes to community resources facilities in consultation with City of Melville</li> </ul>
Ground Floor Mezzanine	<ul style="list-style-type: none"> <li>• Fire Pump Room connected to tower 1 (T1) fire stair</li> <li>• Carpark extended to south-east corner to take advantage of void space.</li> <li>• Residential Store Room layouts adjusted (typical for carpark levels)</li> <li>• Increased depth of voids to front of Commercial tenancies.</li> </ul>	<ul style="list-style-type: none"> <li>• Store layouts amended - reduced from 150 to 144</li> <li>• Fire pump room size increased</li> </ul>
Level 1	<ul style="list-style-type: none"> <li>• Residential Stores relocated</li> <li>• Adjusted depth of Apartments facing Moreau Mews</li> <li>• Adjusted depth of Apartments at north-west corner</li> <li>• Re-aligned Tower 3 (T3) corridor and Courtyard void</li> <li>• Redesigned east boundary Apartments and courtyards (adjusted mix)</li> <li>• Added Penthouse garages in carpark</li> </ul>	<ul style="list-style-type: none"> <li>• Store numbers increased from 10 to 12</li> </ul>

# Design Amendments

LOCATION OF AMENDMENTS	AMENDMENTS TO 2019 DA	PROPOSED AMENDMENTS
Level 2	<ul style="list-style-type: none"> <li>Residential Stores relocated</li> <li>Adjusted depth of Apartments facing Moreau Mews</li> <li>Adjusted depth of Apartments at north-west corner</li> <li>Re-aligned Tower 3 (T3) corridor and Courtyard void</li> <li>Redesigned east boundary Apartments and courtyards (adjusted mix)</li> <li>Added Penthouse garages in carpark</li> </ul>	<ul style="list-style-type: none"> <li>Car bay numbers reduced from 75 to 74</li> <li>Tower 2 pool pump room added</li> <li>Store numbers increased from 5 to 12</li> </ul>
Level 2 Mezzanine	<ul style="list-style-type: none"> <li>Adjusted floor levels in south-east corner to accommodate Residential Store Rooms area</li> </ul>	<ul style="list-style-type: none"> <li>Car bay numbers increased from 72 to 74</li> <li>Fire water tank redesigned</li> <li>Added Tower 1 pool pump room</li> <li>Store numbers increased from 50 to 51</li> </ul>
Level 3	<ul style="list-style-type: none"> <li>Adjusted unit mix and designs</li> <li>T1 amenity area increased in size</li> <li>T3 apartment and common area layout/location revised</li> <li>Clubhouse (shared amenities footprint adjusted)</li> <li>Floor height increased from 3300mm to 3800mm (+500mm)</li> </ul>	
Level 14 Mezzanine		<ul style="list-style-type: none"> <li>T1-1401 penthouse mezzanine increased to 254 m2 and added spa</li> <li>T1-1402 penthouse mezzanine increased to 227 m2 and added spa</li> <li>T2-1401 penthouse mezzanine increased to 164m2 and added spa</li> <li>T2-1402 penthouse mezzanine increased to 181 m2</li> </ul>

# Design Amendments

LOCATION OF AMENDMENTS	AMENDMENTS TO 2019 DA	PROPOSED AMENDMENTS
Levels 4 thru 12	<ul style="list-style-type: none"> <li>10 x floor height reduced from 3300mm to 3250mm (-500mm)</li> </ul>	(Refer to item below)
Building Height	<ul style="list-style-type: none"> <li>Floor height increased between levels 3 and 4 from 3300mm to 3800mm (+500mm)</li> </ul>	<p>Proposed Building Height [Ground Floor Level to Roof Level] increased from 58,200mm to 60,155mm as per below:</p> <ul style="list-style-type: none"> <li>Level 1 floor height increased by 75mm</li> <li>Level 2 floor height increased by 75mm</li> <li>Level 2 mezzanine floor height increased by 300mm</li> <li>Level 4 to level 12 floor heights increased by 95mm for each level</li> <li>Level 13 floor height increased by 250mm</li> <li>Level 14 floor height increased by 200mm</li> <li>Level 14 mezzanine floor height increased by 200mm</li> </ul>
Total Building Height Added	No net adjustment	<ul style="list-style-type: none"> <li>1955mm added to approved building height</li> </ul> <p>The extra building height requested above aims to:</p> <ul style="list-style-type: none"> <li>Improve the facade by allowing otherwise prominent;               <ol style="list-style-type: none"> <li>elements of the structure to be concealed within the architecture as intended, and;</li> <li>air intake grilles on the western facade (facing Moreau Mews) to be removed.</li> </ol> </li> <li>Creating a safer environment for residents by eliminating steps, ramps and changes in level otherwise required within the communal areas of the podium levels</li> <li>Providing opportunities for areas of deep soil planting at grade.</li> <li>Creating more commercially viable penthouse floorplates in response to market feedback.</li> </ul>

# Design Amendments

## APARTMENT SUMMARY

	ORIGINALLY APPROVED 2019	AMENDMENT TO 2019 DA	PROPOSED AMENDMENTS
1 Bed	47	43	45
2 Bed	92	87	90
3 Bed	35	54	60
4 Bed	46	40	29
TOTAL	220	224	224

## RESIDENTIAL CARPARKING REQUIREMENTS

	ORIGINALLY APPROVED 2019	AMENDMENT TO 2019 DA	PROPOSED AMENDMENTS
1 Bed (1 bay per apt)	47	43	45
2 Bed (1.5 bays per apt)	138	130.5	135
3 Bed (1.2 bays per apt)	52.5	81	90
4 Bed (2 bay per apt)	92	80	58
TOTAL	330 Bays	334.5	328

# Design Amendments

## VEHICLE PARKING SUMMARY

FLOOR LEVEL	ORIGINALLY APPROVED 2019	AMENDMENT TO 2019 DA	PROPOSED AMENDMENTS
Residential	330	327 Bays	328 Bays
Public	20	20 Bays	20 Bays
Non - Residential	40	32 Bays	32 Bays
			+ 1 Turning Bay and +1 Loading Bay
<b>TOTAL</b>	390 Bays	379 Bays	382 Bays
Difference in Total		+3 Bays	

## MOTORCYCLE PARKING SUMMARY

FLOOR LEVEL	MOTORCYCLE BAYS REQUIRED	MOTORCYCLE BAYS APPROVED	MOTORCYCLE BAYS PROVISION
Ground Floor	13 Bays	8 Bays	6 Bays
Difference in Total		-2 Bays	

# Community Benefits

Edge Visionary Living and Hillam Architects have a proven track record in the delivery of high quality apartment buildings excellently suited to a varied demographic. This includes a particular focus on “downsizers,” who are very discerning in their lifestyle choices.

We have keenly followed the approvals, discussions and expectations surrounding variations in height, development bonuses and Community Considerations as set out in Element 22 of the Canning Bridge Activity Plan. We note that expectations in meeting these requirements, as well as those prescribed by the City of South Perth planning scheme, have shifted in terms of the degree of benefit that developers should deliver for variations in height.

Our expectations in the delivery of these benefits is not varied by the prospect that the same number of apartments, generating the same volume of traffic, could be delivered in this instance, in a significantly lower quality, fully compliant building of 10 storeys.

The unique river’s edge location is an excellent opportunity to deliver what we believe is the most comprehensive and carefully curated community outcome offered in a single private development in Perth.

With reference to Element 22, we have managed to deliver seven out of the possible ten potential benefits; well above the minimum requirement of four. Our view is that this proposal should go above and beyond expectations. All of these elements are crucial in achieving an excellent community outcome, however it is the manner, the extent and the detailed execution of the elements of community benefit that are most noteworthy.

Following an extensive and very rewarding process of community engagement, we are excited to deliver a carefully considered proposal that we believe is the best possible outcome for this unique and precious location. We have been mindful of balancing benefit against impact and the opportunity to bring a level of activity and vitality to the river’s edge.

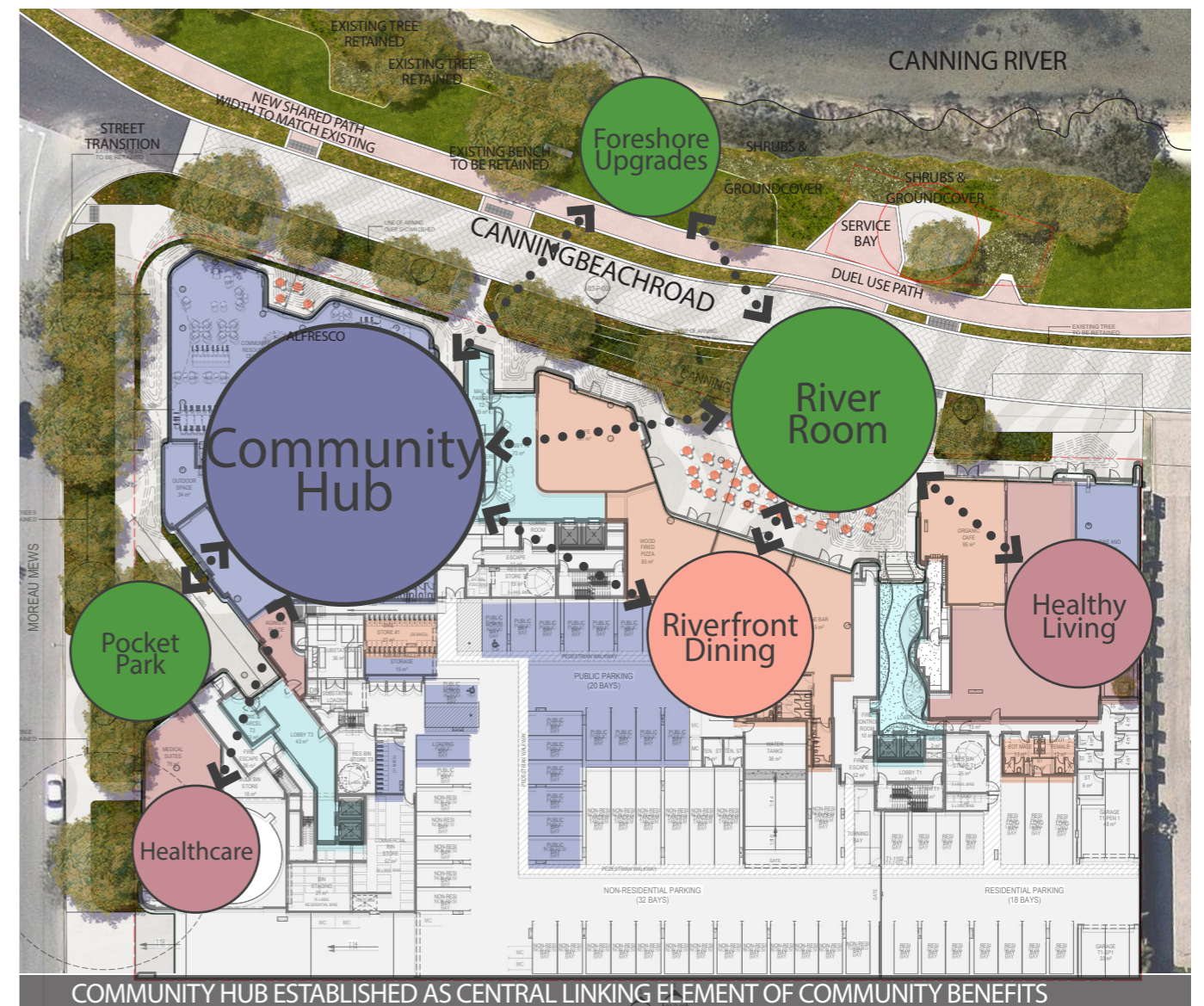
The manner in which various elements within the public realm “talk to” and relate to each other is very important. The entirety of the ground floor, the adjacent roads and the foreshore reserve have been holistically considered in terms of community benefit. The careful siting of the various elements at street level, including the location of residential entries, provides a fully integrated solution that minimises vehicular activity on Canning Beach Road.

The Community Hub - clearly the project centrepiece - occupies the most valuable and prominent corner of the site. The visual and physical connection between the various spaces within this community-focussed, yet generally passive hub, will offer unprecedented community interaction, enhancing local harmony for surrounding residents. Conservatively valued at between \$10 -15 million, these Community Hub facilities will be ceded to the City of Melville for community benefit.

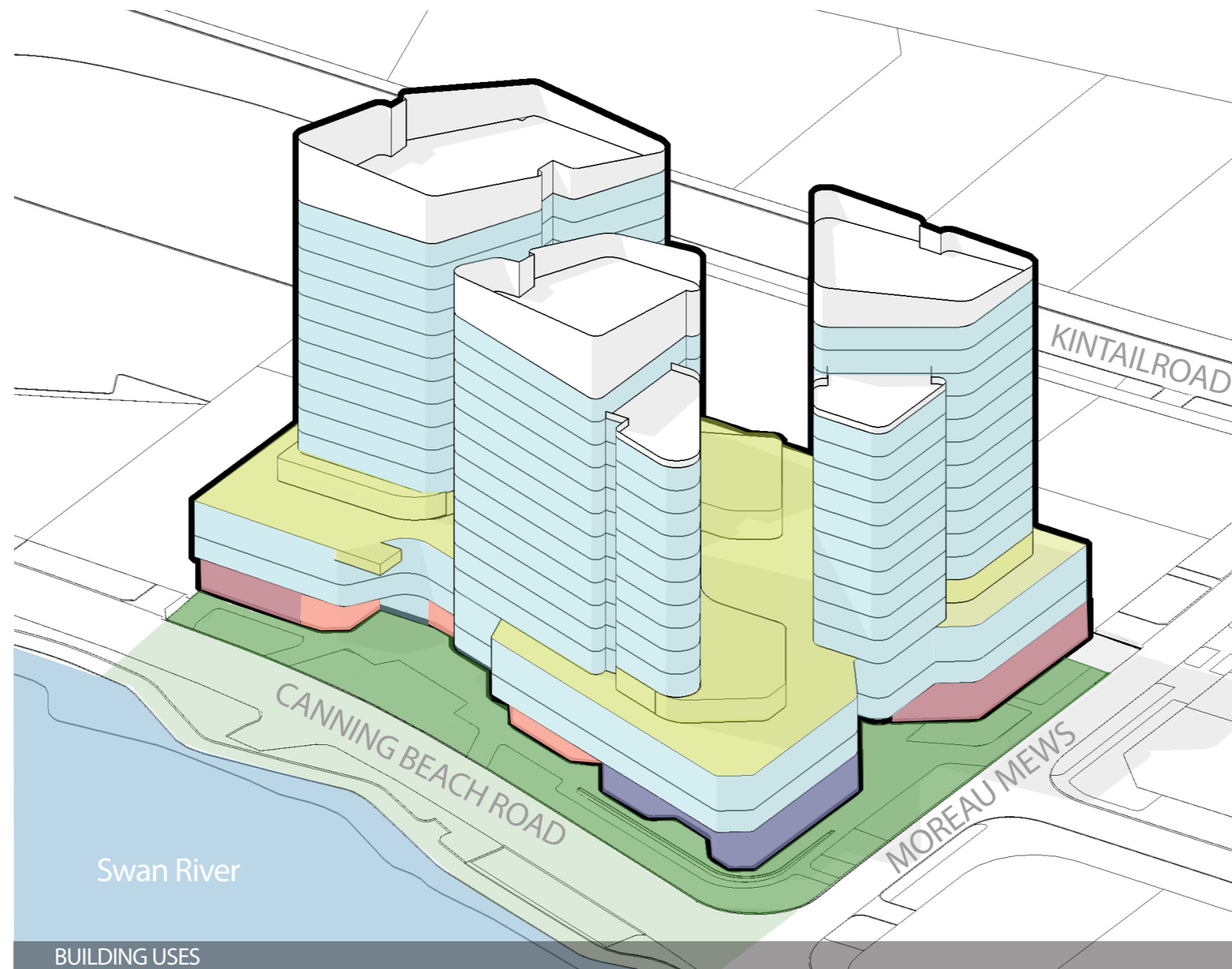
The River Room Piazza, centrally located in a protected podium recess, combines a variety of low impact food and beverage offerings in a carefully curated and protected space not otherwise afforded by a permissible zero setback.

An Ageing-in-Place centre will provide a access to important services for both residents of the building and surrounding residents. Complementing this subsidised service will be medical suites and a health spa, providing medical support and healthy-living options.

This highly considered and resolved proposal has many aspects that go beyond the requirements of Element 22, including design quality, landscape execution, the improvement of view corridors and public carparking and end-of-trip facilities.



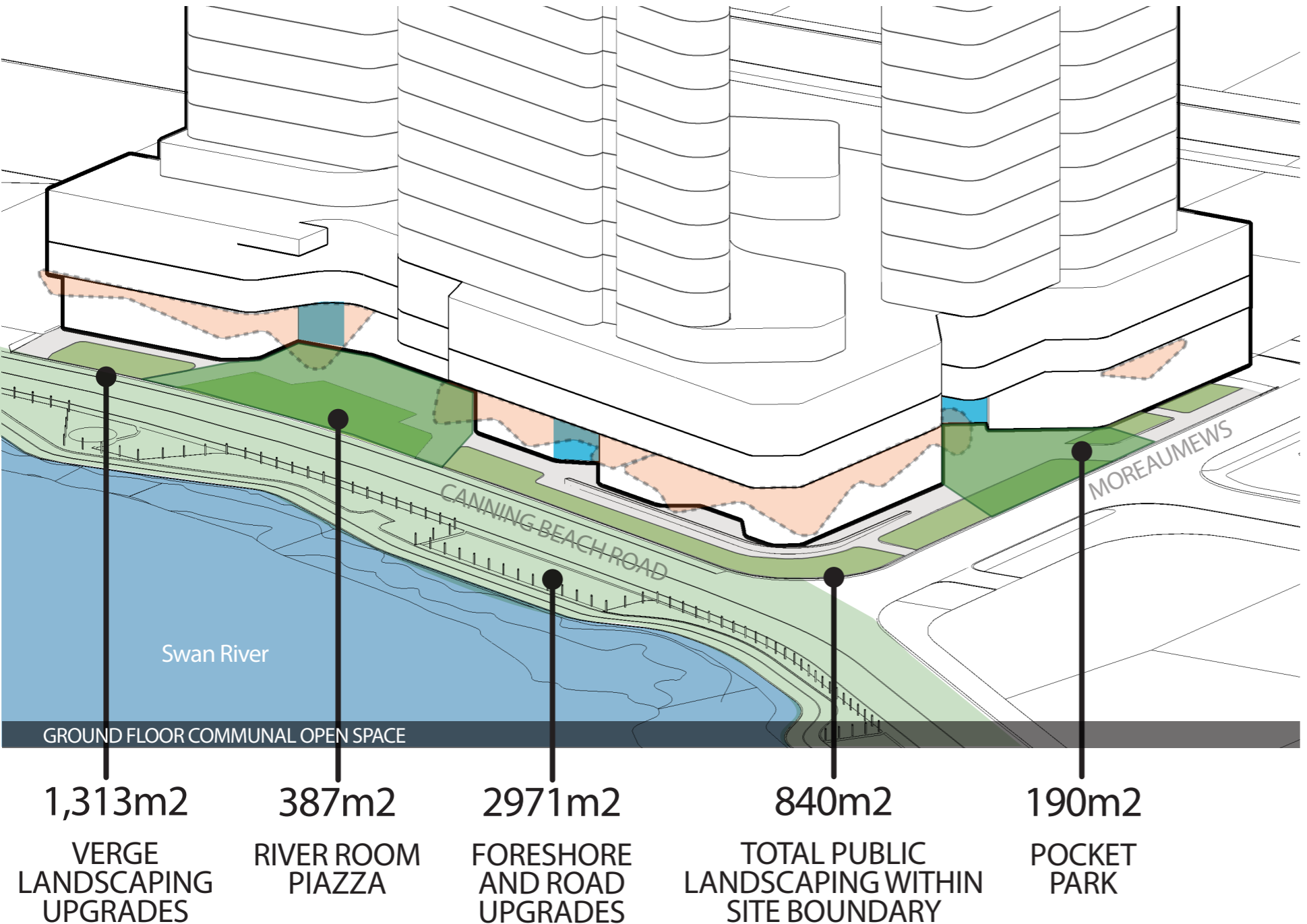
# Proposal Summary



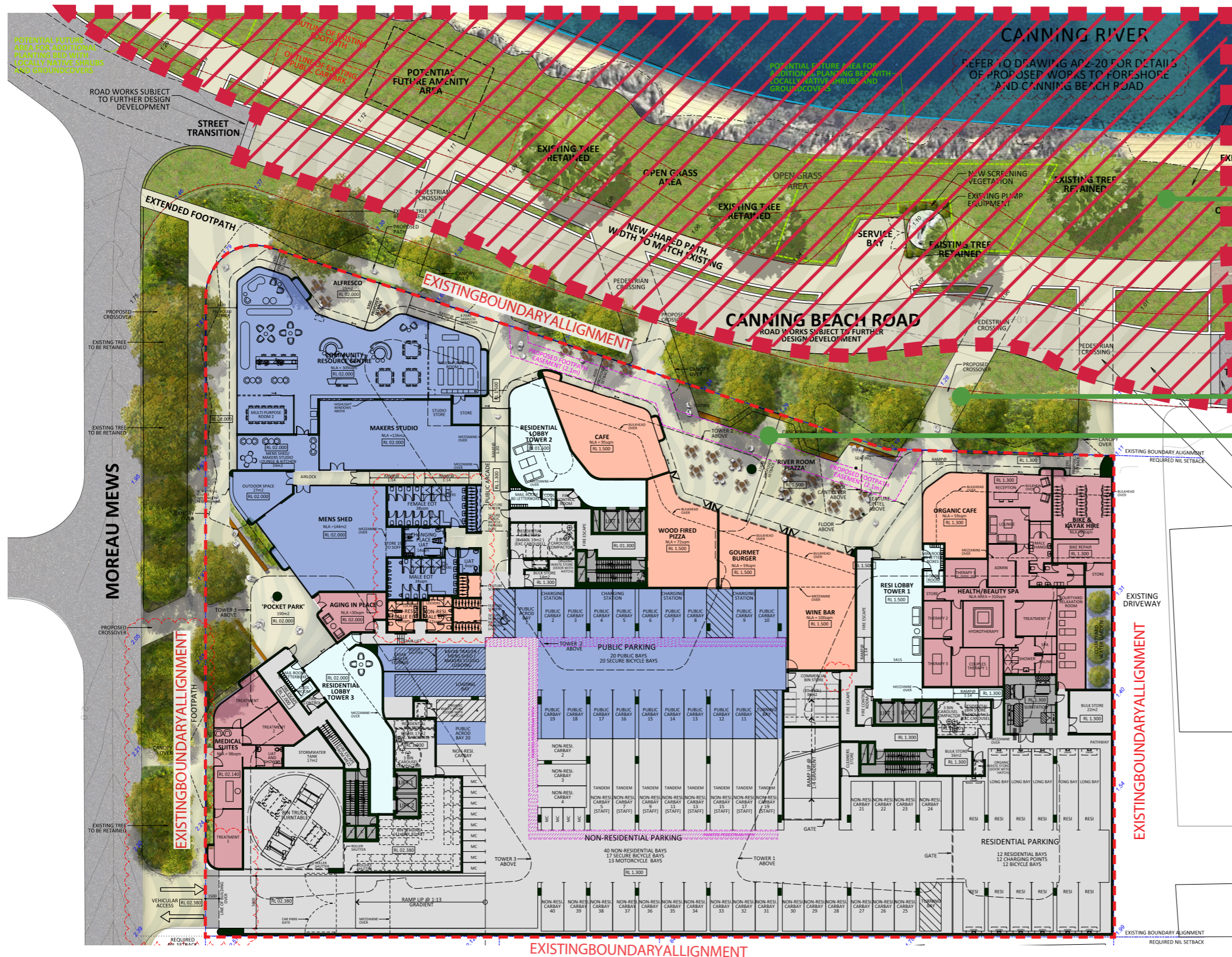
- BUILDING USES**
- Public Space & Landscaping
  - Additional Foreshore & Road Upgrades
  - Residential
  - Residential Amenities
  - Health & Wellbeing Facilities
  - Curated Food & Beverage Tenancies
  - Community Hub Facilities

- 622sqm of community facilities
- 119sqm of public EOT & changing facilities
- 510sqm curated food & beverage tenancies
- 454sqm health & wellbeing tenancies
- 3000sqm residential amenity to top of the podium
- 840sqm public landscaping
- 2971sqm landscape upgrades to foreshore & road
- 224 residential apartments
  - 45 x 1 bed
  - 90 x 2 bed
  - 60 x 3 bed
  - 29 x 4 bed
- Carparking
  - 328 residential bays
  - 32 non-residential bays
  - 20 public bays
- 230 residential stores
- 335 residential bike bays
- 17 secure commercial bike bays
- 20 secure public bike bays

# Communal Open Space



# Communal Open Space - Previously



2,420 sqm  
Public landscaping and upgrades to road & foreshore

1,462sqm  
Verge landscaping upgrades

840sqm  
Public landscaping within site boundary

# Communal Open Space - Proposed



2,971 sqm  
Public landscaping and upgrades to road & foreshore

1,313sqm  
Verge landscaping upgrades

840sqm  
Public landscaping within site boundary

PROPOSED INCREASE IN PUBLIC LANDSCAPING OF 402 sqm

# Foreshore Plan - Proposed



## Foreshore Legend

1. River Room Piazza.
2. Traffic Calming to Canning Beach Rd
3. Dual Use Path
4. Turf
5. Foreshore Planting
6. Pump Station (Design TBC)
7. Path tied into existing alignment

AS ASPECT Studios™

1:500 / A3



## Foreshore Plan

Greater site pedestrian links have been considered to ensure the development responds to and connects into the broader foreshore context.

A more efficient, legible and safer approach to pedestrian movement to and from the foreshore has been proposed. A slow speed section will support a better outcome for pedestrians.

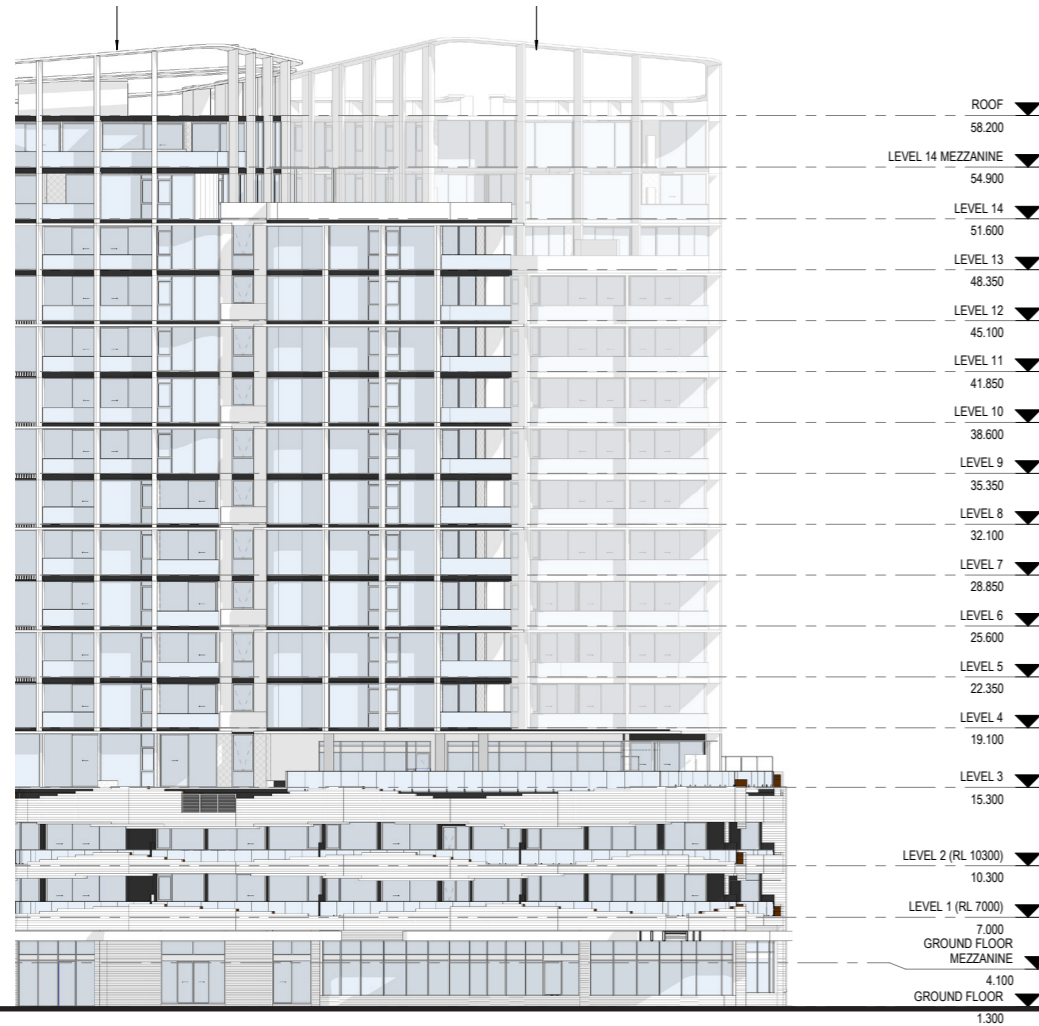
This will be achieved using a different pavement treatment and reduction in width of this section of Canning Bridge Road.

The existing foreshore character will be further enhanced through an increase in soft and hardscape landscape treatments. Greater open space amenity in proximity to the foreshore is also possible through the consolidation and realignment of the shared path closer to Canning Bridge Road. This will also contribute to a more efficient circulation network for pedestrians and cyclists.

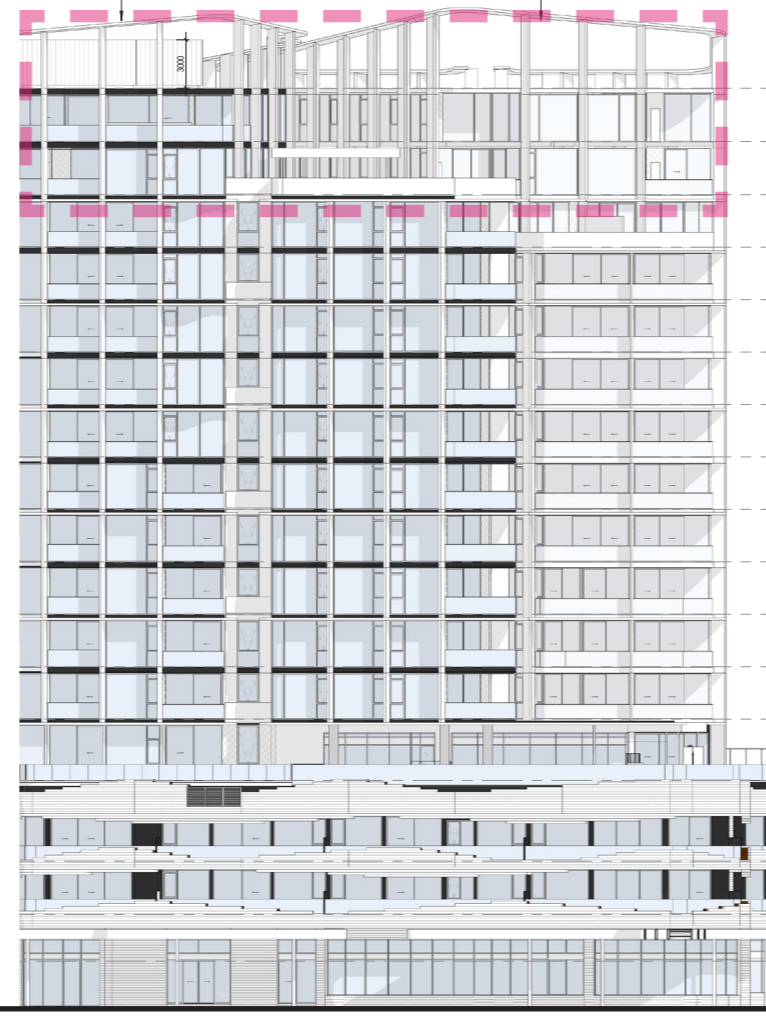
# Building Height

The plant room has been considered and it does not have an impact on overshadowing, the perception of building bulk and scale or the aesthetic of the building façade.

## Previous Heights



## Proposed Heights



## Height Improvements

- Level 15 (Level 14 penthouse mezzanine)
- Level 14 floor height increased by 200mm
- Level 13 floor height increased by 250mm
- Level 4 to level 12 floor height increased by 95mm for each level
- Level 2 Mezzanine floor height increased by 300mm
- Levels 1 & 2 floor heights increased by 75mm

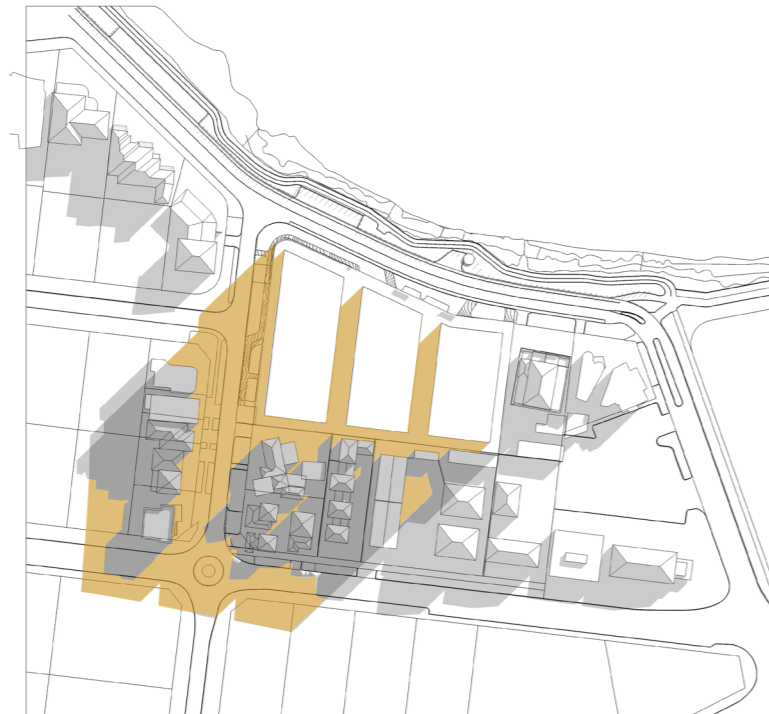
**Total Height Increase  
1955mm**

## Height Advantages

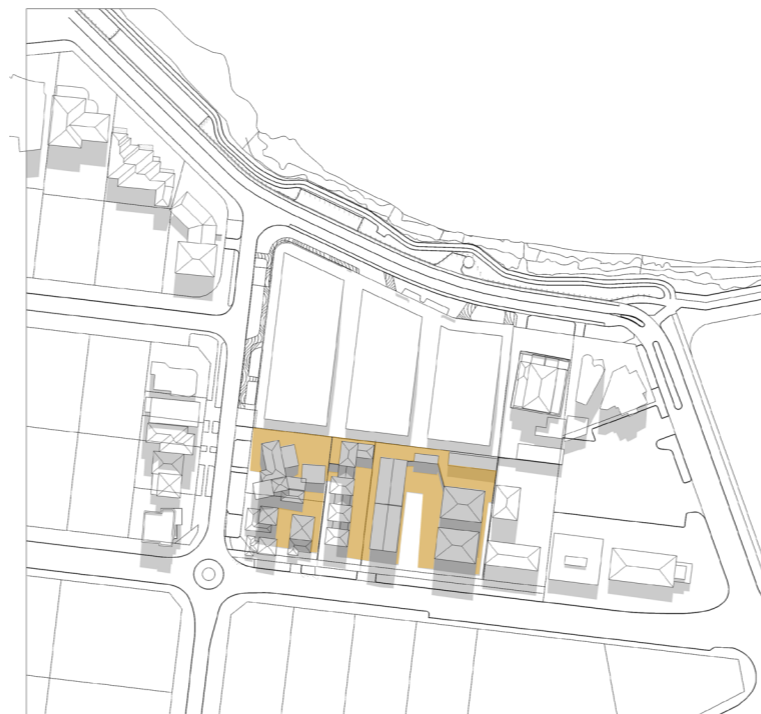
The extra building height requested above aims to:

- **Improve aesthetic** through minimizing the amount of visible mechanical services ducts at the façade and **enhanced appearance** for the greater **community benefit**
- Minimize the amount of changes in level to **achieve better safety in design outcomes** particularly around pool and entertaining areas
- Minimize the amount of changes in level to **achieve better access for disabled and the elderly** through reducing the amount of ramps required particularly around pool, roof gardens and planter boxes.
- Maximize the amount of deep soil planting zones around amenity areas providing a natural landscape **promoting better environmental and sustainability outcomes** for the project and the environment
- Deliver a more sustainable project to the community by making the **building services more accessible and maintainable**

# Overshadowing



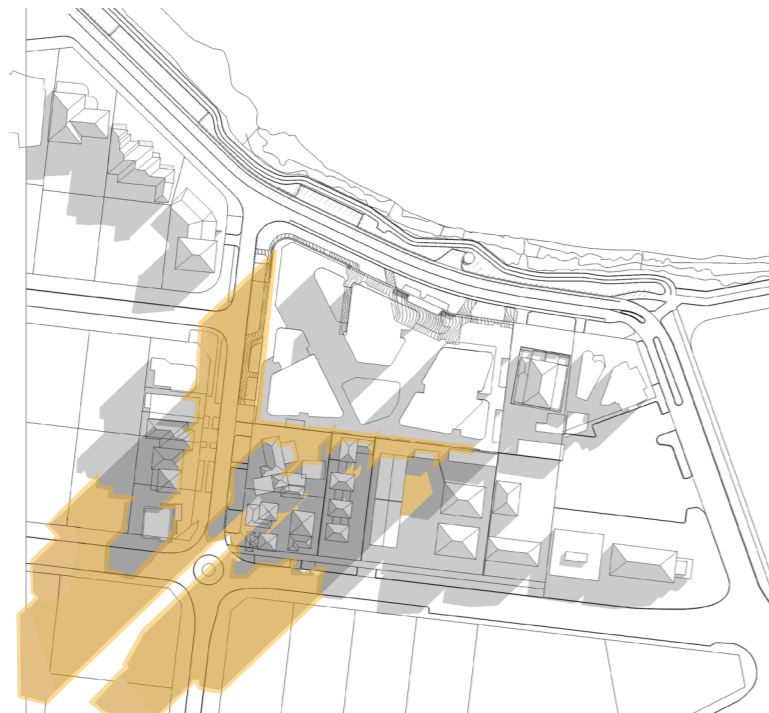
Guideline Scheme - 21st June 9am



Guideline Scheme - 21st June 12 noon



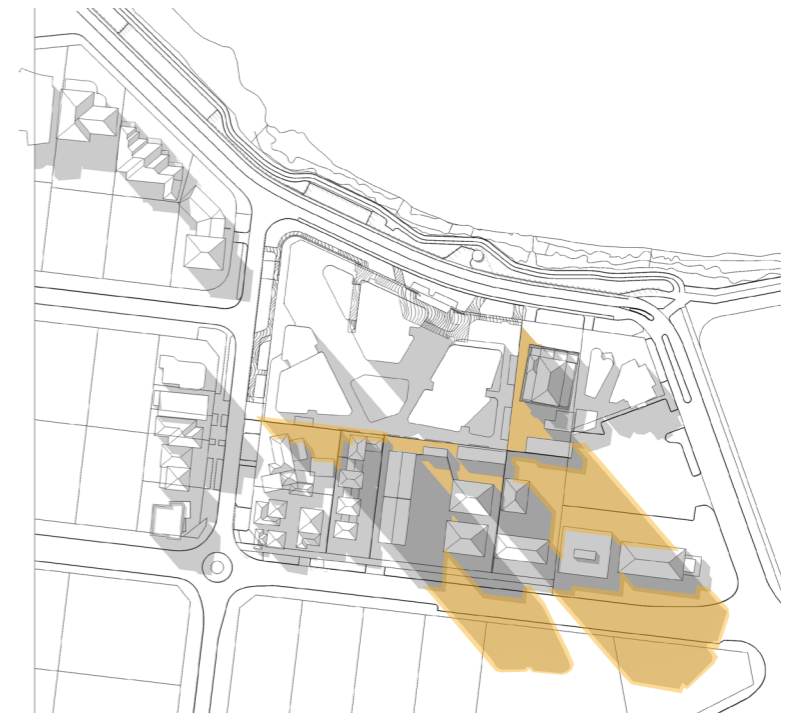
Guideline Scheme - 21st June 3pm



Proposed Scheme - 21st June 9am



Proposed Scheme - 21st June 12 noon

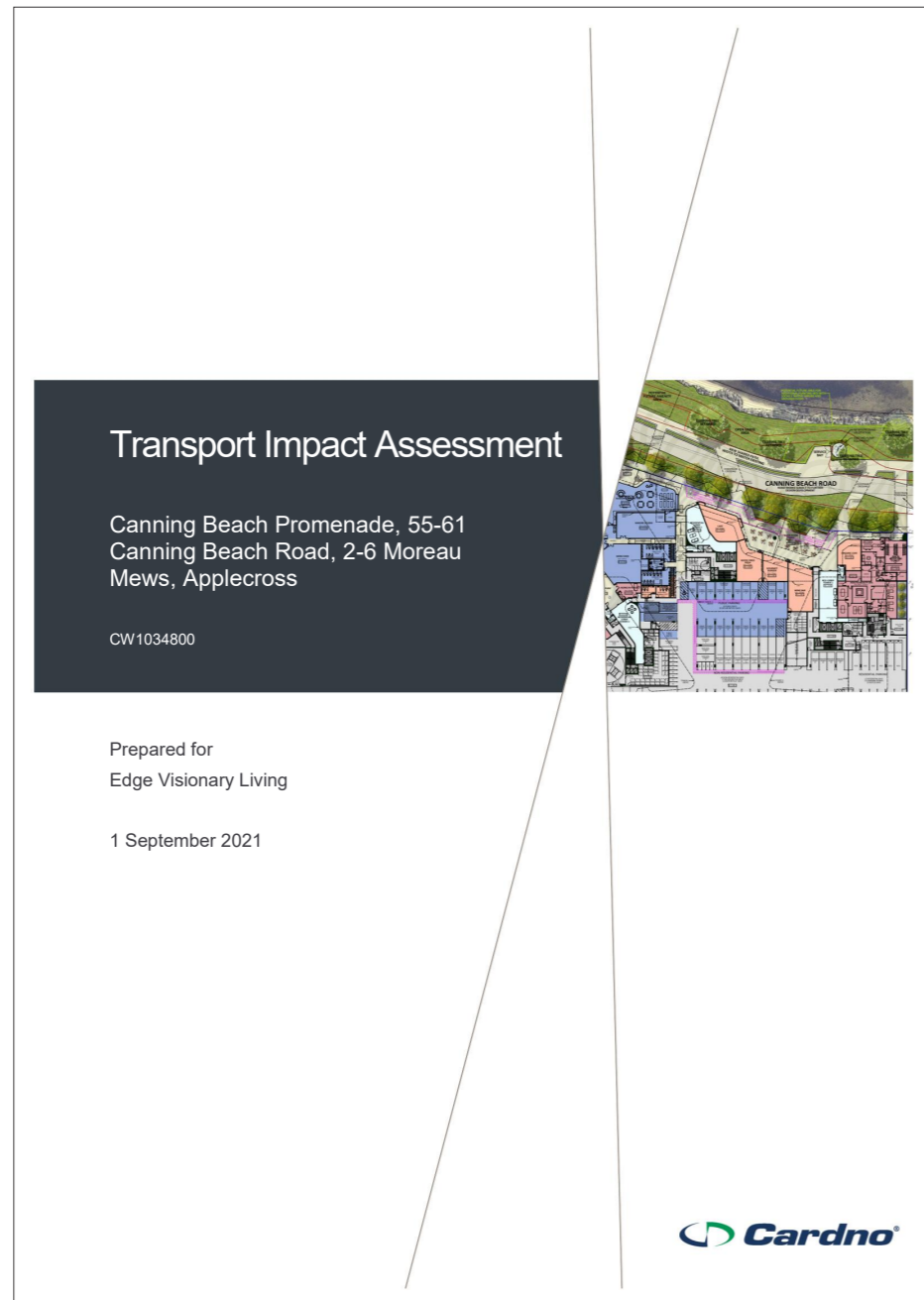


Proposed Scheme - 21st June 3pm

- Shadow Cast by Existing Buildings
- Shadow Cast by Proposed Development



# Traffic Report Summary



The report assesses the impacts of the proposed development upon the adjacent road network as well as providing an overview of existing transport infrastructure and accessibility of the site in general.

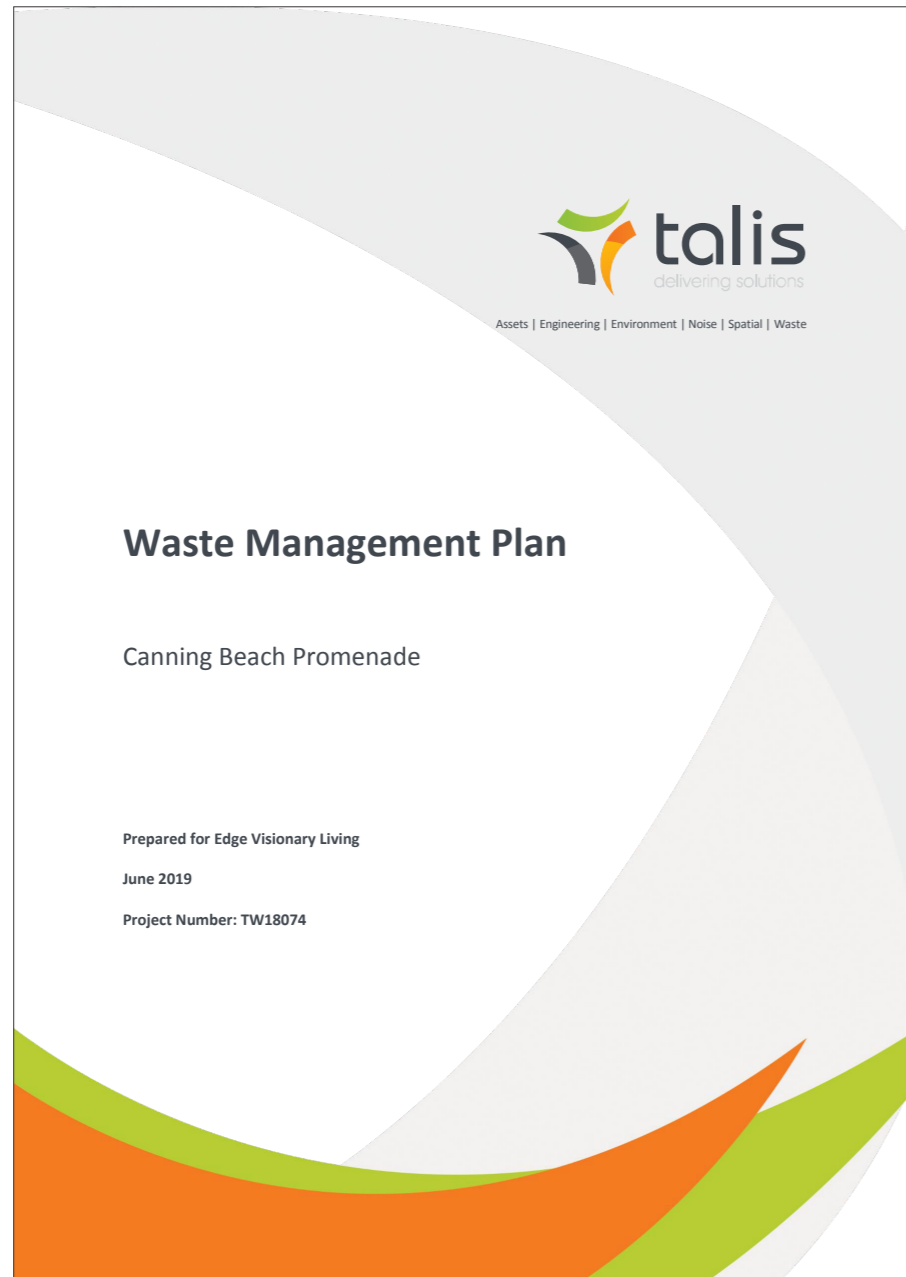
A summary of the car, bicycle and motorcycle parking provision is provided demonstrating compliance with the Canning Bridge Activity Centre Plan requirements.

A SIDRA assessment demonstrates how it is “unlikely that the Site will detrimentally affect traffic safety or flow on the surrounding road network.”

As the primary target demographic comprises of mature professionals and retirees, peak hour commuter trips are likely low, resulting in actual peak hour trips to be even less.

A full summary of the existing and anticipated traffic conditions and methodologies can be found in Appendix G - Traffic Report.

# Waste Report Summary



The Waste Management Plan demonstrates how the proposal is designed to:

- Adequately cater for the anticipated quantities of waste based on appropriate calculations for residential and commercial generation
- Provides suitable bin storage areas including appropriate bins and well sized enclosures
- Allows for efficient collection of bins by waste vehicles to City of Melville's specifications, entirely within the development with entry and exit in forward gear, taking into account frequency of collection
- Achieve a Green Star compliant operational waste management strategy

Further details relating to the above can be found in Appendix H - Waste Report.