

ULLAPOOL ROAD

- KEYS
- TELECOM PIT
 - GAS METER
 - POWER DOME
 - WATER METER
 - LAMP POST
 - ROAD SIGN
 - GRATE
 - STUMP
 - SEWER I.S.

SITE PLAN

- NOTES:
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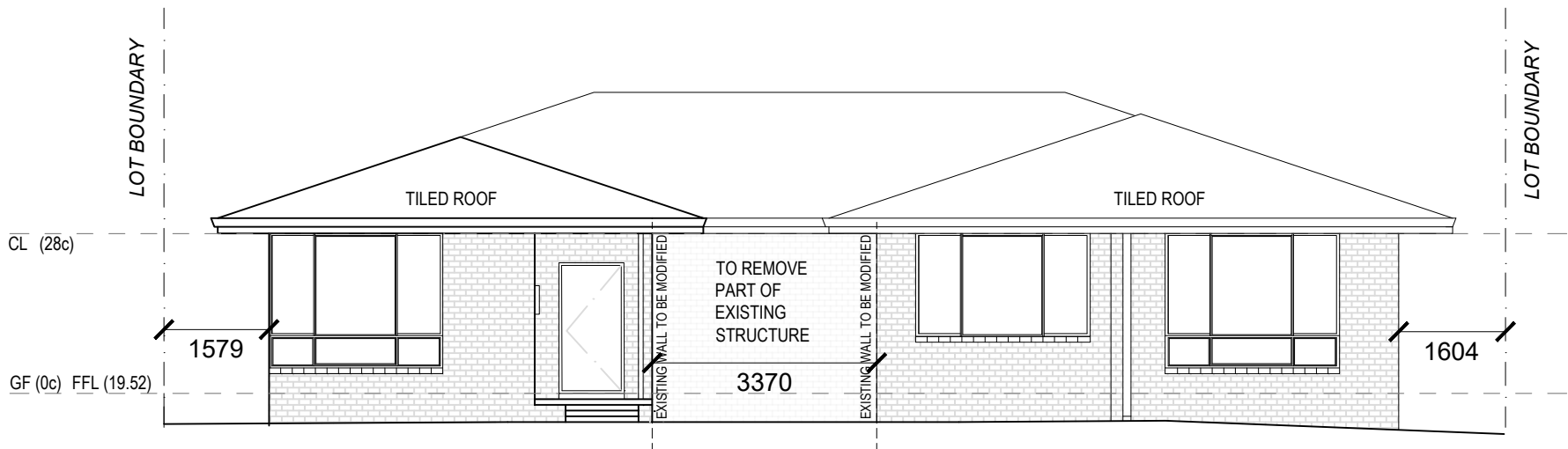
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REVISIONS		
REV.	DATE	DESCRIPTION
1	27/03/2026	DRAFT
2	31/03/2026	REV.1
3	07/05/2026	REV.2

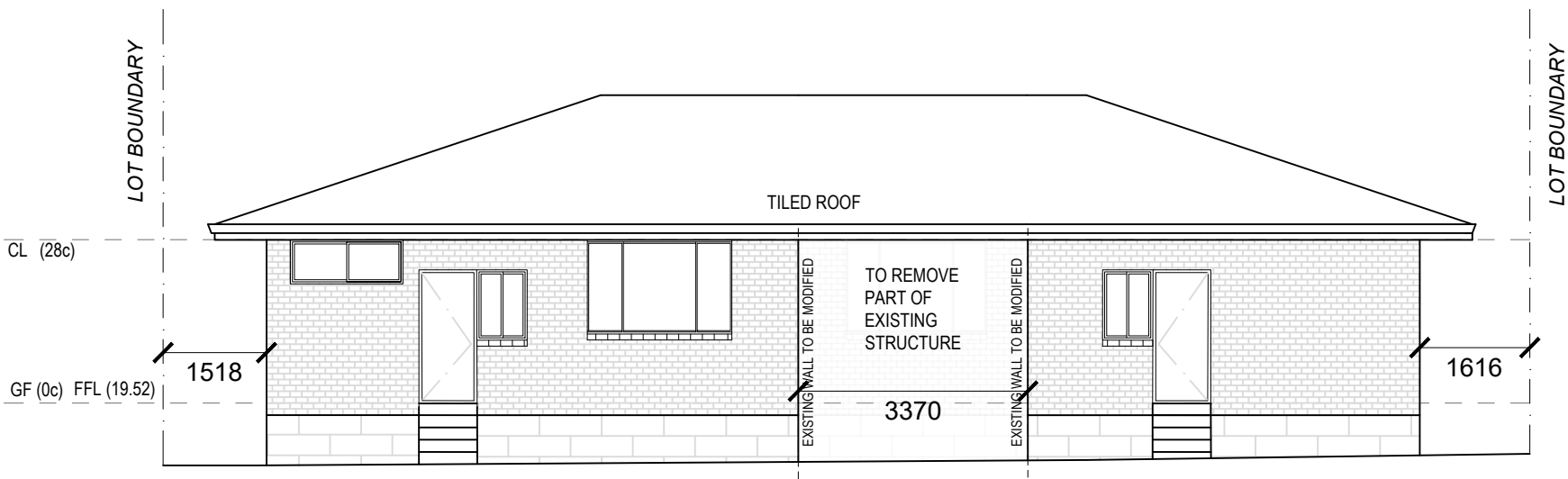
DRAWING TITLE:	SHEET NO:	CLIENT APPROVAL:
SITE PLAN	01	
SCALE:	REV NO.	
1:250 @ A3		CLIENT:
		SCOTT BENTLEY

PROJECT NAME:
LOT 883 (860) CANNING HIGHWAY, (16A) ULLAPOOL ROAD AND (862A & 862B) CANNING HIGHWAY APPLECROSS
CLIENT APPROVAL:
I ACKNOWLEDGE THAT THIS DRAWINGS ARE SATISFIED AND WILL BE LODGED FOR DEVELOPMENT APPLICATION
CLIENT:
SCOTT BENTLEY
TUSCOM SUBDIVISION CONSULTANTS
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SOUTH ELEVATION



NORTH ELEVATION

ELEVATIONS

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REVISIONS			PROJECT NAME:
REV.	DATE	DESCRIPTION	
1	18/05/2026		LOT 883 (860) CANNING HIGHWAY, (16A) ULLAPOOL ROAD AND (862A & 862B) CANNING HIGHWAY APPLECROSS
DRAWING TITLE:		SHEET NO:	
ELEVATIONS		02	
SCALE:		REV NO.	CLIENT APPROVAL:
1:100 @ A3			
			I ACKNOWLEDGE THAT THIS DRAWINGS ARE SASTIFIED AND WILL BE LODGED FOR DEVELOPMENT APPLICATION
			CLIENT:
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Our Ref: SB-3

20 May 2026

City of Melville
10 Almondbury Road
BOORAGOON WA 6154

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Attention: Cameron Sturges, Acting Senior Statutory Planner

Dear Cameron

1/860 & 862 CANNING HIGHWAY, APPLECROSS – PARKING AND OFFICE FOR EXISTING DENTAL PRACTICE

This letter has been prepared in support of the development application for the above. It has been prepared on behalf of Dr Scott Bentley, the owner of Mount Pleasant Dental.

The primary purpose of the application is to normalise staff parking arrangements in association with the dental practice, in an orderly and proper manner.

This letter provides:-

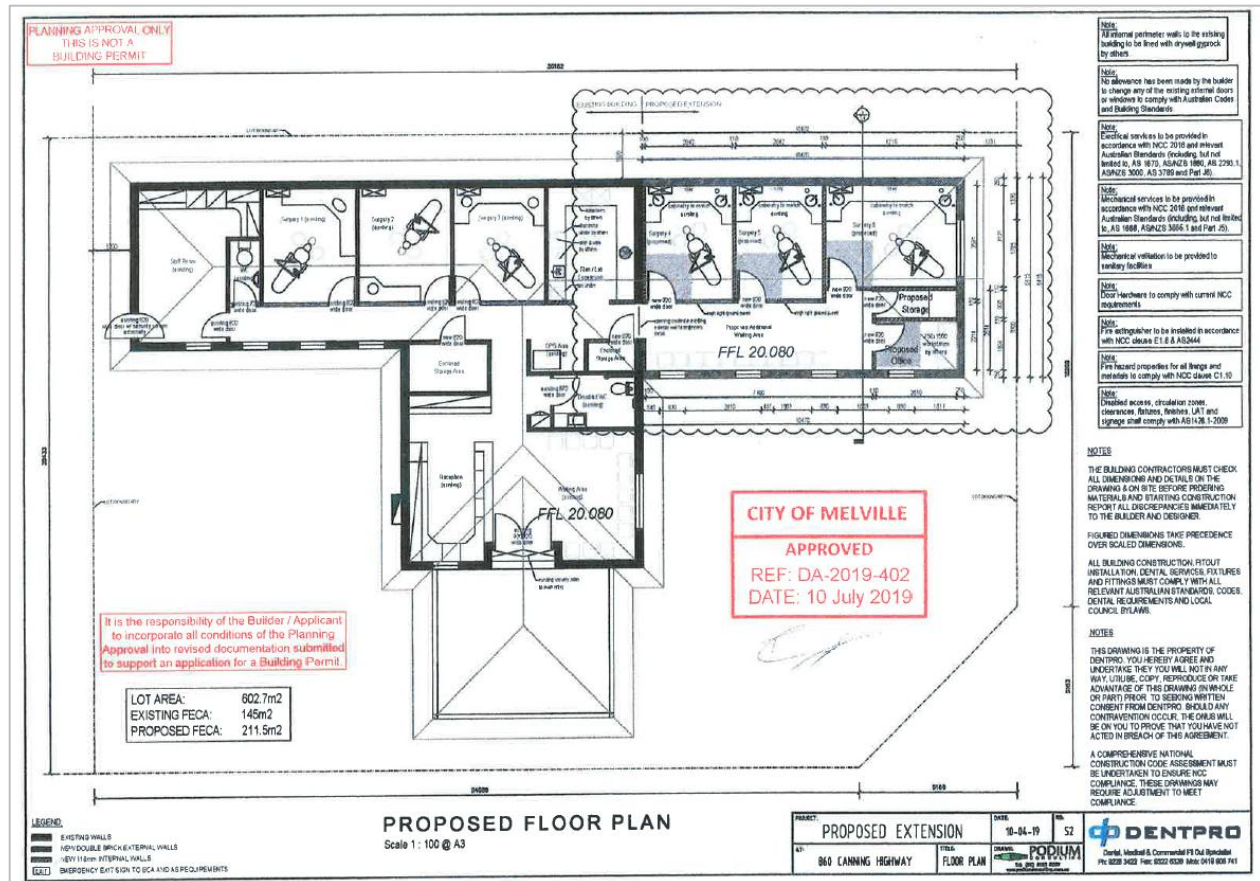
- An appreciation of the existing situation;
- Details of the process that has taken place prior to lodgement;
- An understanding of the planning framework;
- Details of the proposal; and
- The suitability of the proposal viz z viz the intentions for the land and how these will take place appropriately in the context.

The content of this letter can also be read in support of an application to the WAPC to amalgamate the dental practice (land thereon with the land comprising 862 Canning Highway).

Existing Situation

1/860 Canning Highway, on the east side of Ullapool Road where it meets Canning Highway, is occupied by Mount Pleasant Dental.

Most recently (July 2019), the City of Melville granted conditional approval to alterations and additions to the dental practice occupying the land. The approval has subsequently been executed, with the alterations and additions taking place.





MOUNT PLEASANT DENTAL PRIOR TO ALTERATIONS AND ADDITIONS (SOURCE: NEARMAPS)



MOUNT PLEASANT DENTAL FOLLOWING ALTERATIONS AND ADDITIONS (SOURCE: NEARMAPS)

As can be seen, the land subject of the application (1/860 and 862 Canning Highway) is flanked to the east by two (2) grouped dwellings i.e. at 864 Canning Highway on the east side of the duplex pair, a grouped dwelling to the north i.e. of 862 Canning Highway, and a single house on the north side of the dental practice (which fronts Ullapool Road).

The single house and dental practice are currently situated on a strata plan comprising two (2) lots which is to be terminated.

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Pre-Lodgement Process

Two (2) pre-lodgement meetings have taken place with the City of Melville's planning team.

17 December 2025

At this meeting the general intentions for the combined landholding were presented (1/860 and 862 Canning Highway), including up to 16 bays behind the duplex pair. In the conversation that ensued, the following feedback was provided:-

- A development application for what is intended would need to be referred to MRWA;
- Adequate sight-lines will be required where access/egress takes place on Canning Highway;
- Adequate landscaping will be required;
- Pedestrian connectivity between the parking to be established and the dental practice will need to be determined; with
- Consideration to be given to the way the duplex pair is to be used. In this regard, it was confirmed the west side of the duplex pair would be used in association with the dental practice.

Generally, the meeting was positive. It was also agreed the material changes to take place would amount to improvements viz a viz what is currently taking place.

29 April 2026

At this meeting, the plans to be submitted with the development application were presented. That is, the detail required as part of a development application submission was discussed. Once again, the meeting and feedback provided was positive.

In the conversation that took place, the following feedback was provided:-

- Crossover width confirmed (min. 5.5m);
- Sight-line metrics confirmed (2.0m x 2.5m);
- ACROD bay required i.e. at front;
- Remaining bay at front for use in association with the east-side to duplex pair;
- Space in front of east-side duplex pair to be maintained as passing bay;
- Sweep-paths required;

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- Bike parking required;
- End-of-trip amenities to be provided;
- Parking area to rear of duplex pair for staff use only;
- Traffic Impact Statement required;
- Noise assessment and report required;
- Detailed landscape plan required;
- Parking proposed to be assessed on merit having regard for the requirements of the Canning Bridge Activity Centre Plan (CBACP); and
- Subject land not affected by a Planning Control Area (PCA).

In addition, it was confirmed consultation with adjoining owners would take place.

Planning Framework

Metropolitan Region Scheme (MRS)

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

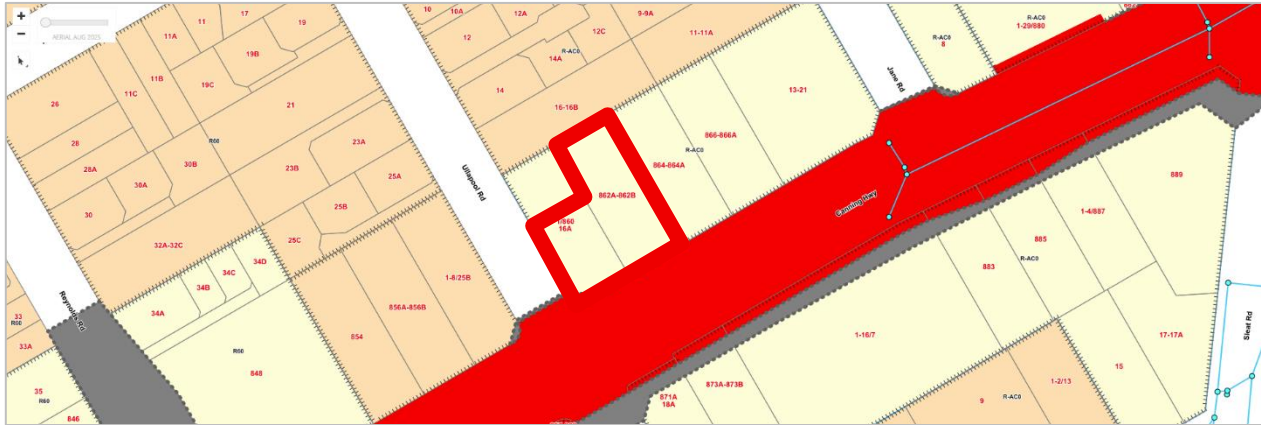


METROPOLITAN REGION SCHEME (SOURCE: WAPC)

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* (LPS6) within the CBAC precinct.

The City's LPS6 map for the location is on the following page.

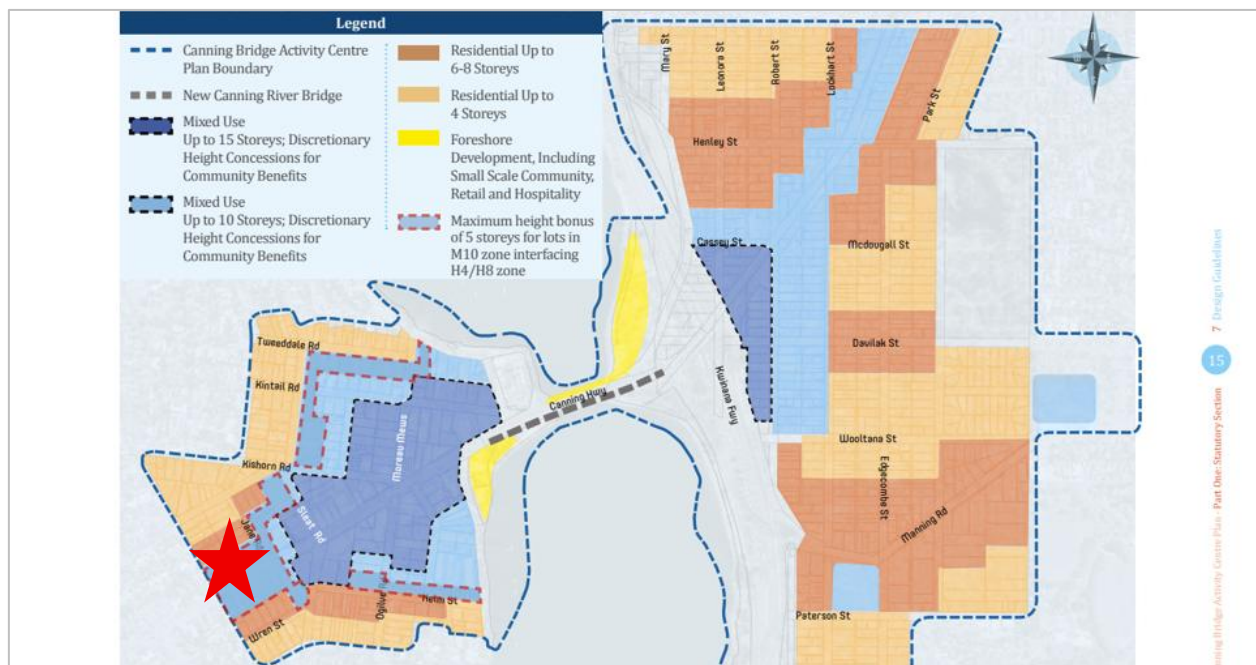


CITY OF MELVILLE LPS6 (SOURCE: CITY OF MELVILLE)

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

Canning Bridge Activity Centre Plan (CBACP)

Under the CBACP the land is situated in the Mixed Use zone in the Kintail Quarter.



CBACP ZONES, LAND USE AND BUILTFORM (SOURCE: CITY OF MELVILLE)

Specifically, the zone within which the land is positioned (M10) provides for:-

- Mixed Use development (a range of commercial and residential uses);
- Built form up to 10 storeys in height; with
- Scope in the M10 zone (within which the land is located) for additional height by up to five (5) storeys (where the land abuts the H8 zone, which it does).

In the H8 zone, predominantly residential development up to 6-8 storeys can take place.

Proposal

The following is proposed:-

- The establishment of a 5.5m wide crossover at the front of 862 Canning Highway;
- The establishment of a caretakers parking bay and a ACROD bay, with a shared space in-between (east side of 862 Canning Highway, front setback area);
- The establishment of two (2) bicycle parking bays on the west side of 862 Canning Highway, front setback area;
- The establishment of a passing bay area, as depicted (862 Canning Highway);
- The use of the east side of the duplex pair (862 Canning Highway) as a caretakers dwelling, and the west side as office space;
- The establishment of an accessway i.e. through the duplex pair to the staff car parking to be established at the rear of 862 Canning Highway;
- The establishment of 12 parking bays for staff use only between the hours of 7am and 6pm Monday to Friday, and 7am to 1pm on Saturdays;
- Landscaping per the landscape plan submitted with the development application, with particular focus on the setbacks between the parking proposed and the side and rear boundaries of 862 Canning Highway; and
- The establishment of pedestrian connection points to the dental practice, providing for convenient and safe movement between the staff parking area and the dental practice.

Planning Considerations

Orderly and Proper Planning

The principle of orderly and proper planning is one that involves decisions generally informed by the framework applicable to the planning (use and development) of land in a particular location.

In the case of subject application, foremost considerations include:-

- The adequacy of parking provision for the use and development of 1/860 Canning Highway as a dental practice with six (6) practitioners; and
- The manner in which such can take place appropriately, having regard for the amenity of the locality.

Ordinarily, under the City's *Local Planning Policy 1.6 – Parking and Access*, a medical practice would require the provision of three (3) parking bays per practitioner and 0.5 bays per staff member. In the case of Mount Pleasant Dental this would require a minimum of 18 parking bays to be provided in association with the use and development on 1/860 Canning Highway.

Therefore, given:-

- The disparity in parking provided on-site (six (6) bays) viz a viz practitioner numbers (approved July 2019); and
- The demand that genuinely exists for more parking, in particular staff;

The application for additional parking (to be used by staff) to the rear of the duplex pair on 862 Canning Highway has been prepared.

As mentioned at the start of this letter, the development application presented to the City seeks to normalise an existing situation having regard for requirements that amount to orderly and proper planning.

In the case of LPP1.6, the following Policy Objectives are met:-

- *To facilitate the development of adequate, safe and convenient parking facilities that meets the needs of users.*
- *To ensure that development proposals incorporate an appropriate level of parking.*
- *To ensure safe, convenient, and efficient access for pedestrians, cyclists and motorists.*

The following LPP1.6 provisions are also met:-

- One (1) access point i.e. off Canning Highway, to be compliant with applicable standards;

- Sight-lines, including visual truncations, to be compliant with applicable standards;
- Vehicles utilising the on-site parking bays i.e. to the rear of the duplex pair on 862 Canning Highway being able to enter and exit in a forward gear;
- Functional on-site vehicular movement; and
- Parking bays compliant with applicable standards.

Where parking bay numbers are concerned, 13 in total are proposed for staff use, including the one (1) ACROD bay. What is proposed as additional parking, to address a genuine need for staff car parking, reduces the gap markedly between parking currently available, and that for which demand exists. Where the City's Policy base is concerned, the proposition is clearly aligned.

With respect to the CBACP, a maximum of one (1) parking bay per 25m² of floor area is provided for under Element 18 dealing with parking. Using this standard provides for 12 parking bays based on the size of the dental practice combined with the west side of the duplex pair to be used for office (approximately 295m²). With 19 bays proposed (aligning closely with LPP1.6), an approximate 50% increase over the CBACP standard is proposed.

As stated in Section 5, Part 1 of the CBACP, *The Council shall have due regard to the Design Guidelines (Requirements) in Section 7 when making decisions on development applications within the CBACP area.* To this end and having regard for the following, the City's exercise of discretion in relation to the requirement of the Activity Centre Plan is sought:-

- The parking proposed is to be on-site, safe, convenient and functional to use;
- Being on-site and appropriately designed for use in accordance with relevant standards, the parking generated by demand will not take place elsewhere; and
- The number of bays proposed for use is entirely consistent with a practice of the scale (size) that is present on the corner of Canning Highway and Ullapool Road.

Safeguard of Amenity

Landscaping and Acoustic Assessment

Whilst the scale of development possible on the subject land is far greater than what is currently present (by virtue of the CBACP), it is appropriate to ensure the interim use and development of land is acceptable in terms of amenity.

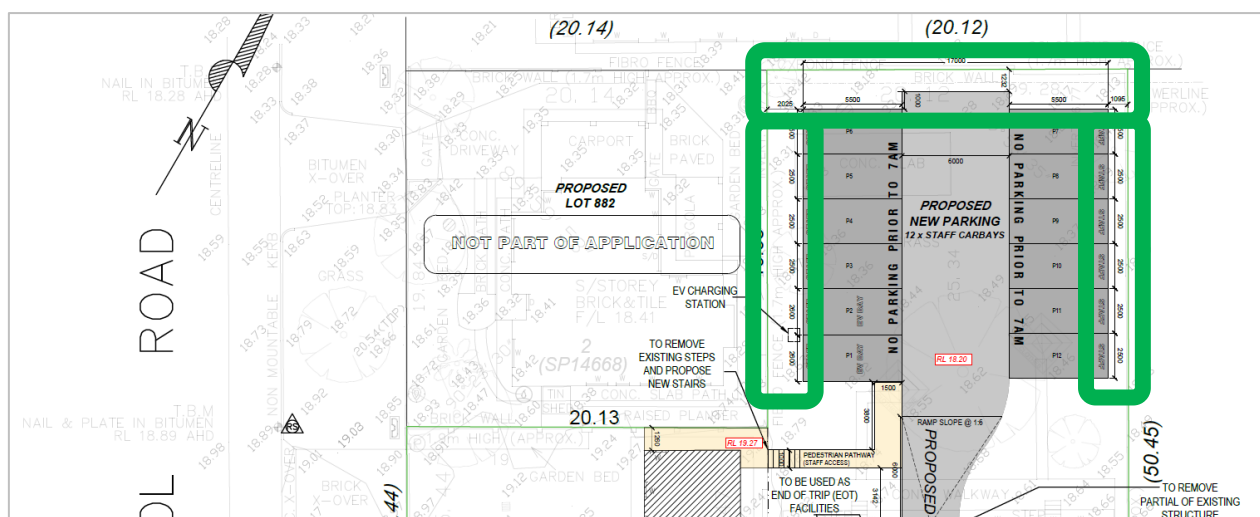
With respect to safeguarding the amenity of the location, the land comprising 862 Canning Highway is to be landscaped, with particular emphasis on the staff parking area proposed to the rear, with noise assessed to be compliant with the *Environmental Protection (Noise) Regulations 1997*.



EXISTING EAST AND NORTH SIDE BOUNDARIES

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The setback zones to common boundaries with adjoining properties i.e. between the parking proposed and fence lines are to be well-landscaped. The landscape plan accompanying the development application has been prepared by landscape architect Fran Thevessen of Naturesque. The approach is to deliver a genuine buffer to the presence of parking on the rear of 862 Canning Highway.



As stated in the Environmental Acoustic Assessment prepared by Herring Storer (June 2026) ...

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed staff parking at 862 Canning Highway, Applecross.

This report assesses noise emissions from the premises with regards to compliance with the requirements of the Environmental Protection (Noise) Regulations 1997. Noise sources considered as part of this assessment, as requested by council, include:

- Car Movements;
- Car starts; and
- Car doors closing.

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources would comply with the Regulatory requirements at all times.

As stated on page 7 in the Assessment in relation to the Modelling of noise propagation from the proposed development ... The car parking is for staff only during the day period, being between 7am and 7pm Monday to Saturday (excluding Public Holidays).

SUMMARY

The proposal before the City of Melville is one that seeks to redress a parking anomaly associated with the existing medical practice (Mount Pleasant Dental) on the corner of Canning Highway and Ullapool Road.

In addition to addressing an inadequacy of parking available for use in association with the dental practice, the proposal seeks as mentioned, to 'normalise' the appropriate use of 862 Canning Highway for such purposes.

Staff parking is taking place at the front 862 Canning Highway in a largely uncoordinated, self-managed manner.

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EXISTING PARKING, FRONT 862 CANNING HIGHWAY

As mentioned, the proposed solution seeks to achieve several things, these including the imbalance between parking demand and supply in a manner that is coordinated, safe and convenient.

Furthermore, the approach seeks to deliver a superior outcome viz a viz the existing situation, that is acknowledging and responsive in the safeguarding and protection of local amenity.

Having regard, therefore, for the suitability of what's proposed and recognition of planning considerations referred to herein, the application before the City is considered appropriate where orderly and proper planning is equally applicable.

Accordingly, the City of Melville is respectfully requested to grant approval to the development application, exercising discretion where or if necessary.

If there are any questions regarding the content of this letter or the proposal, please contact the undersigned on 0400382445.

Yours sincerely

MW URBAN



Tony Watson

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**PROPOSED STAFF PARKING
862 CANNING HIGHWAY
APPLECROSS**

ENVIRONMENTAL ACOUSTIC ASSESSMENT

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JUNE 2026

OUR REFERENCE: 36634-2-26198

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT
PROPOSED STAFF PARKING
APPLECROSS

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FOR

MW URBAN

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2	MW URBAN Attn: Tony Watson Email: tonyw@mwurban.com.au			

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APPENDICIES

A	PLAN
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1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the proposed staff parking at 862 Canning Highway, Applecross.

This report assesses noise emissions from the premises with regards to compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*. Noise sources considered as part of this assessment, as requested by council, include:

- Car Movements;
- Car starts; and
- Car doors closing.

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors are not strictly exempt from the Regulations. Noise received at the neighbouring residences from these noise sources would comply with the Regulatory requirements at all times.

For reference, the site plan for the proposed development is attached in Appendix A.

2. SUMMARY

From the above assessments, the noise received at the neighbouring residences complies with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of usage, being the day period (excluding Public Holidays).

3. CRITERIA

3.1 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The allowable noise level for noise sensitive premises in the vicinity of the proposed Large Format Retail development is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 and 8 stipulate maximum allowable external noise levels or assigned noise levels that can be received at a premise from another premises. For residential premises, this noise level is determined by the calculation of an influencing factor, which is then added to the base levels shown below. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. The base noise levels for residential premises are listed in Table 3.1.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL				
Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.
IF is the influencing factor.

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It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax(Slow)}$ is more than 15 dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- (a) is more than 3 dB L_{AFast} or is more than 3 dB L_{AFast} in any one-third octave band;
- (b) is present for more at least 10% of the representative assessment period; and
- (c) is regular, cyclic and audible;

“tonality” means the presence in the noise emission of tonal characteristics where the difference between –

- (a) the A-weighted sound pressure level in any one-third octave band; and
- (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as L_{ASlow} levels.

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

For this development, the closest residential premises of concern are shown on Figure 3.1 below. Each individual premises has been considered in our assessment, however, to simplify reporting, only the highest noise level for each scenario considered has been reported.

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FIGURE 3.1 – AREA AROUND PROPOSED DEVELOPMENT

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The influencing factor at the residential locations have been determined to be +8 dB. Thus, the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _A 10	L _A 1	L _A max
Noise sensitive premises: Highly sensitive area	0700 - 1900 hours Monday to Saturday	53	63	73
	0900 - 1900 hours Sunday and Public Holidays	48	58	73
	1900 - 2200 hours all days	48	58	63
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	43	53	63

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

It is noted that the neighbouring residence R2 is two storey, with high level windows, as shown on Figure 3.2 facing towards the parking area. Noise modelling included noise received at these windows.

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FIGURE 3.2 – R2 HIGH LEVEL WINDOWS

4. MODELLING

Modelling of the noise propagation from the proposed development was carried out using an environmental noise modelling computer program, “SoundPlan”. Calculations were carried out using the EPA worst case weather conditions as stated in the Environmental Protection Authority’s “Draft Guideline on Environmental Noise for Prescribed Premises”.

The acoustic assessment has been undertaken for the following noise sources:

- Car movements;
- Car starting; and
- Car doors closing.

Calculations for other sources were based on the sound power levels used in the calculations are listed in Tables 4.1.

TABLE 4.1 – SOUND POWER LEVELS

Item	Sound Power Level, dB(A)
Car Moving	79
Car Starting	85
Door Closing	83

Note: The car parking is for staff only during the day period, being between 7am and 7pm Monday to Saturday (excluding Public Holidays).

5. RESULTS

5.1 CAR MOVEMENT

The noise received at the neighbouring residence from a car moving within the car park is tabulated in Table 5.1. It is noted that noise emissions from a moving car being an L_{A1} noise level.

Based on the definitions of tonality, noise emissions from car movements being an L_{A1} , being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 5.1 (Car Moving).

**TABLE 5.1 - ACOUSTIC MODELLING RESULTS L_{A1} CRITERIA
CAR MOVING**

Neighbouring Premises	Calculated Noise Level (dB(A))
R1	43
R2	48
R3	42
R4	42
R5	40

5.2 CAR STARTING

With regards to noise associated with car starting within the parking area, resultant noise levels are tabulated in Table 5.2. It is noted that noise emissions from a car starting would be assessed as an L_{Amax} noise level.

Based on the definitions of tonality, noise emissions from car movements being an L_{Amax} , being present for less than 1% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 5.2 (Car Starting).

**TABLE 5.2 - ACOUSTIC MODELLING RESULTS L_{Amax} CRITERIA
CAR STARTING**

Neighbouring Premises	Calculated Noise Level (dB(A))
R1	49
R2	58
R3	48
R4	46
R5	42

5.3 CAR DOORS CLOSING

With regards to noise associated with a car door closing within the parking area, resultant noise levels are tabulated in Table 5.3. It is noted that noise emissions from a car door closing would be assessed as an L_{Amax} noise level. We also note that, noise emissions from car doors closing could be impulsive, hence the +10dB penalty has been included in the assessment.

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**TABLE 5.3 - ACOUSTIC MODELLING RESULTS L_{Amax} CRITERIA
DOOR CLOSING**

Neighbouring Premises	Calculated Noise Level (dB(A))
R1	49 [59]
R2	55 [65]
R3	47 [57]
R4	46 [56]
R5	42 [52]

[] Includes +10 dB(A) penalty for impulsiveness.

6. ASSESSMENT

6.1 L_{A1} CAR MOVEMENTS

Noise emissions from car movements would be present for less than 10% of a representative time period, hence noise received from this noise source needs to comply with the assigned L_{A1} noise level.

Based on the definitions of tonality, noise emissions from these sources, being an L_{A1} and being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable to the noise associated with car movements. Hence, Tables 6.1 shows the applicable Assigned Noise Levels, and assessable noise level emissions associated with car movements.

**TABLE 6.1 – ASSESSMENT OF L_{A1} NOISE LEVEL EMISSIONS
CAR MOVEMENTS**

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A1} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	43	Day Period	63	Complies
R2	48	Day Period	63	Complies
R3	42	Day Period	63	Complies
R4	42	Day Period	63	Complies
R5	40	Day Period	63	Complies

6.2 L_{AMAX} CAR STARTING

Noise emissions from a car door closing would be present for less than 1% of a representative time period, hence noise received from this noise source needs to comply with the assigned L_{AMax} noise level.

With regards to noise associated with car starting within the parking area, resultant noise levels are tabulated in Table 5.2. Based on the definitions of tonality, noise emissions from these sources, being an L_{A1} and being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable to the noise associated with car movements. Hence, Tables 6.2 shows the applicable Assigned Noise Levels, and assessable noise level emissions associated with car movements.

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TABLE 6.2 – ASSESSMENT OF L_{A1} NOISE LEVEL EMISSIONS

CAR STARTING

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L _{Amax} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	49	Day Period	73	Complies
R2	58	Day Period	73	Complies
R3	48	Day Period	73	Complies
R4	46	Day Period	73	Complies
R5	42	Day Period	73	Complies

6.3 L_{AMAX} CAR DOOR CLOSING

Noise emissions from a car door closing would be present for less than 1% of a representative time period, hence noise received from this noise source needs to comply with the assigned L_{AMax} noise level.

With regards to noise associated with car doors closing within the parking area, resultant noise levels are tabulated in Table 5.3. It is noted that noise emissions from a car door closing would be assessed as an L_{Amax} noise level. We also note that, noise emissions from car doors closing could be impulsive, hence the +10dB penalty has been included in the assessment.

TABLE 6.3 – ASSESSMENT OF L_{A1} NOISE LEVEL EMISSIONS

CAR DOOR

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L _{Amax} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
R1	59	Day Period	73	Complies
R2	65	Day Period	73	Complies
R3	57	Day Period	73	Complies
R4	56	Day Period	73	Complies
R5	52	Day Period	73	Complies

7. CONCLUSION

From the above assessments, the noise received at the neighbouring residences complies with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of usage, being the day period (excluding Public Holidays).

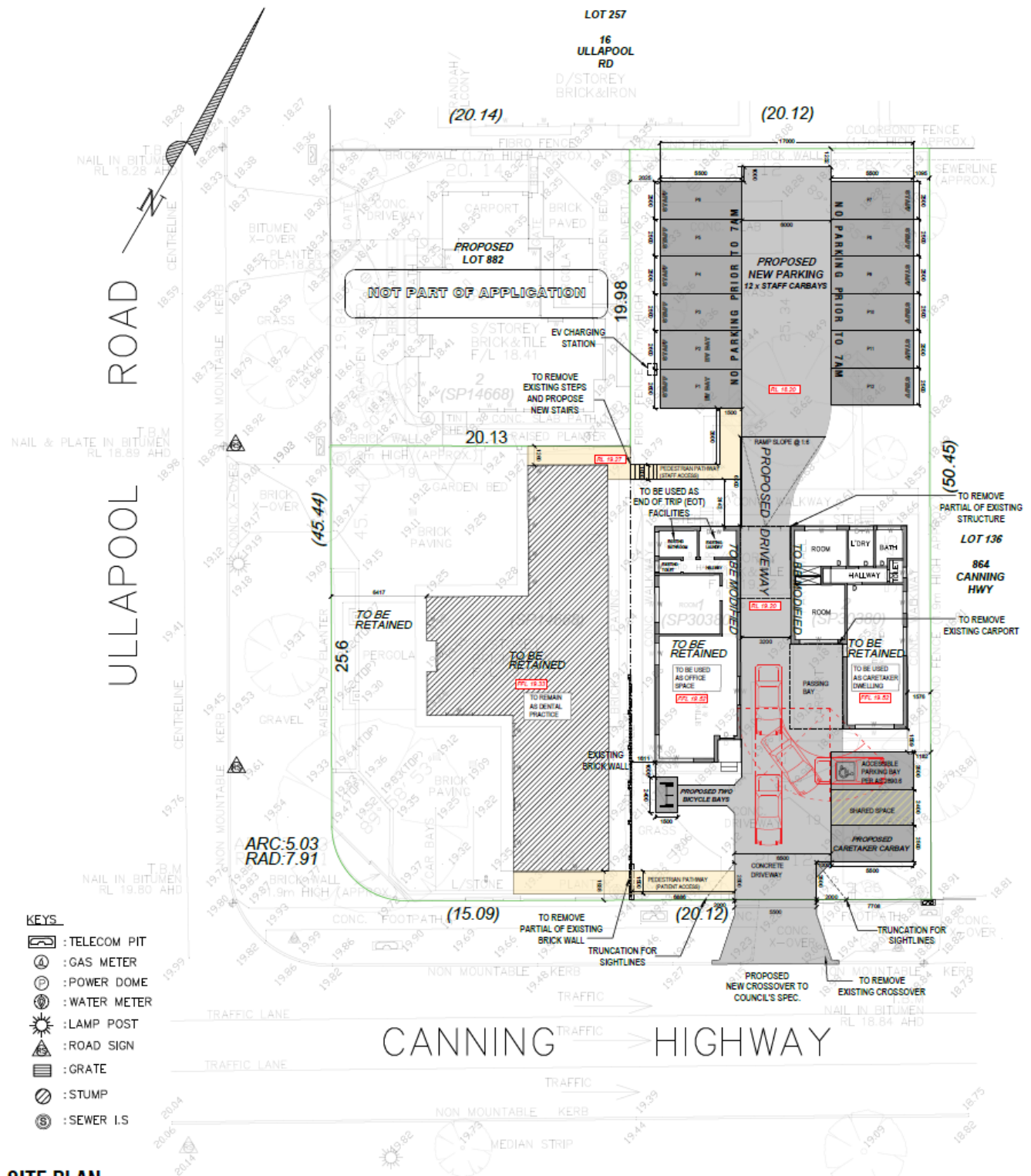
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APPENDIX A

PLAN

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TRAFFIC IMPACT STATEMENT

CAR PARKING FOR DENTAL PRACTICE

1/860 AND 862 CANNING HIGHWAY, APPLECROSS

MAY 2026

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(SOURCE: NEARMAPS)

TRAFFIC IMPACT STATEMENT (TIS)

1/860 AND 862 CANNING HIGHWAY, APPLECROSS

This TIS has been prepared for consideration by the City of Melville, as requested, in accordance with the Western Australian Planning Commission's *Transport Impact Assessment Guidelines Volume 4* dealing with 'Individual Developments'.

As stated in the Guidelines, *A transport impact statement is a brief statement outlining the transport aspects of the proposed development. The intent of the statement is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area.*

The development to take place is for car parking to be used in association with the existing dental practice on the corner north-eastern corner of Canning Highway and Ullapool Road in Applecross.

Specifically, 13 parking bays for use by staff associated with Mount Pleasant Dental are proposed to the rear of the duplex pair positioned on 862 Canning Highway.

1.0 PLANNING FRAMEWORK

The subject land is zoned 'Urban' under the *Metropolitan Region Scheme*.



METROPOLITAN REGION SCHEME (SOURCE: WAPC)

Canning Highway, extending past the front of the site, is a 'Primary Regional Road' under the *Metropolitan Region Scheme*.

Under the City of Melville's *Local Planning Scheme No.6 (LPS6)* the land is zoned 'Centre C2' and is within the Canning Bridge Activity Centre precinct.

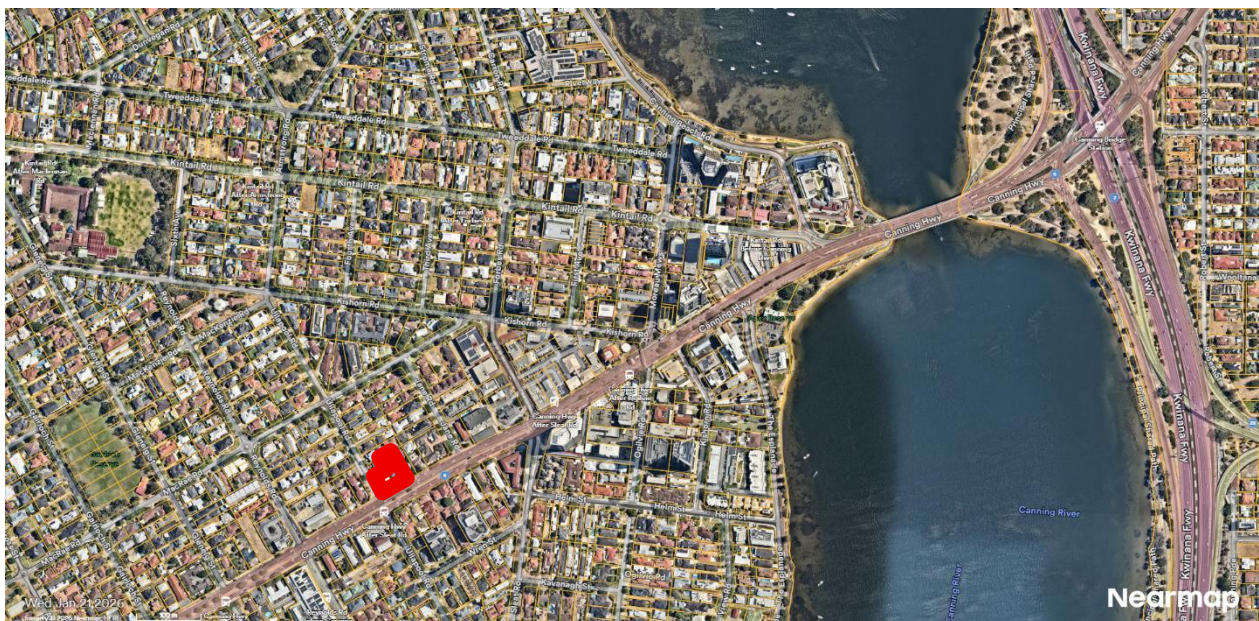




IMMEDIATE CONTEXT (SOURCE: NEARMAPS)

In the broader context, the land is positioned at the western edge of the CBACP on the north side of Canning Highway.

The location more broadly is characterised by a mix of residential and commercial development on Canning Highway, with predominantly residential development to the rear. Increasingly, higher density residential development is taking place.



BROADER CONTEXT (SOURCE: NEARMAPS)

3.0 PROPOSED USE AND DEVELOPMENT

For the purpose of this TIS, the following is proposed:-

- The establishment of a 5.5m wide crossover at the front of 862 Canning Highway;
- The establishment of a caretakers parking bay and a ACROD bay, with a shared space in-between (east side of 862 Canning Highway, front setback area);
- The establishment of two (2) bicycle parking bays on the west side of 862 Canning Highway, front setback area;
- The establishment of a passing bay area, as depicted (862 Canning Highway);
- The use of the east side of the duplex pair (862 Canning Highway) as a caretakers dwelling, and the west side as office space;
- The establishment of an accessway i.e. through the duplex pair to the staff car parking to be established at the rear of 862 Canning Highway;
- The establishment of 12 parking bays for staff use only between the hours of 7am and 6pm Monday to Friday, and 7am to 2pm on Saturdays;
- Landscaping per the landscape plan submitted with the development application, with particular focus on the setbacks between the parking proposed and the side and rear boundaries of 862 Canning Highway; and
- The establishment of pedestrian connection points to the dental practice, providing for convenient and safe movement between the staff parking area and the dental practice.

NOTE: the crossover width and other elements to what's proposed above were identified as required by the City in pre-lodgement meetings held 17 December 2025 and 29 April 2026.

In addition to the above and concurrent with the submission of the development application for determination, application has been made to the WAPC to amalgamate the dental practice (land thereon and being 1/860 Canning Highway with the land comprising 862 Canning Highway, occupied by the duplex pair).

4.0 VEHICLE ACCESS AND PARKING

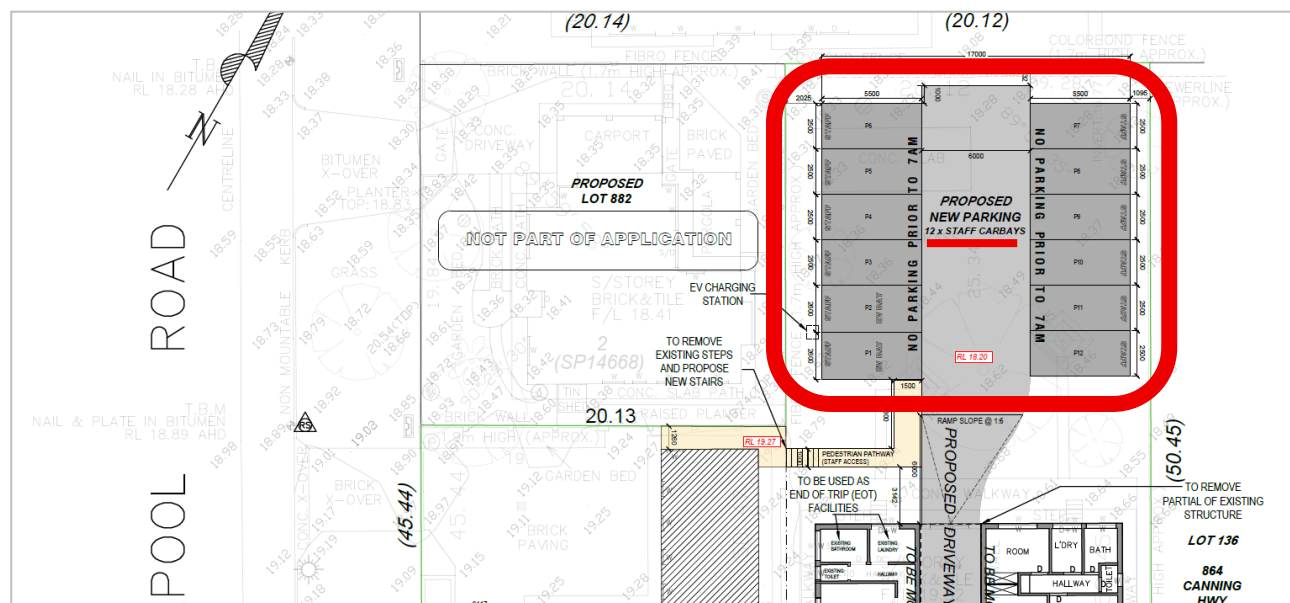
4.1 Access Arrangements

The status quo is being maintained in terms of access. That is, access will take place at the front of 862 Canning Highway, central to the frontage, with a crossover 5.5m wide (as required).

Additionally as required, the crossover will have internal truncations void of built form and/or vegetation above 750mm high for the purpose of ensuring adequate sight-lines exist for vehicles leaving the property (truncations to be 2.0m x 2.5m).

4.2 Public/Private/Disabled Parking Set Down/Pick Up

As has been mentioned, the parking proposed at the rear of 862 Canning Highway is for staff use only i.e. those associated with the dental practice on the corner of Ullapool Road. Including the ACROD bay at the front of the duplex pair, 13 bays are proposed.



PARKING HIGHLIGHTED FOR STAFF USE ONLY

Where the parking proposed is presented having regard for planning considerations:-

- Under the City's *Local Planning Policy 1.6 – Parking and Access*, a medical practice would require the provision of three (3) parking bays per practitioner and 0.5 bays per staff member. In the case of Mount Pleasant Dental, this would ordinarily amount to 18 parking bays in association with the use and development on 1/860 Canning Highway.
- Therefore, given:-
 - The disparity in parking on-site (six (6) bays) viz a viz practitioner numbers (approved July 2019); and
 - The demand that genuinely exists for more parking, in particular staff;

The application for additional parking (to be used by staff) to the rear of the duplex pair on 862 Canning Highway has been prepared.

With respect to the CBACP, a maximum of one (1) parking bay per 25m² of floor area is provided for under Element 18 dealing with parking. Using this standard provides for 12 parking bays based on the size of the dental practice combined with the west side of the duplex pair to be used for office (approximately 295m² in total). With 19 bays proposed (aligning closely with LPP1.6), an approximate 50% increase over the CBACP standard is proposed.

As stated in Section 5, Part 1 of the CBACP, *The Council shall have due regard to the Design Guidelines (Requirements) in Section 7 when making decisions on development applications within the CBACP area.* To this end and having regard for the following, the City's exercise of discretion in relation to the requirement of the Activity Centre Plan is sought:-

- The parking proposed is to be on-site, safe, convenient and functional to use;
- Being on-site and appropriately designed for use in accordance with relevant standards, the parking generated by demand will not take place elsewhere; and
- The number of bays proposed for use is entirely consistent with a practice of the scale (size) that is present on the corner of Canning Highway and Ullapool Road.

5.0 SERVICE VEHICLES

5.1 Access Arrangements

Service arrangements for Mount Pleasant Dental will continue to take place as they do, being to the practice off Ullapool Road. The development application before the City of Melville does not involve any change to servicing arrangements.

5.2 On/Off-Site Loading Facilities

As above.

6.0 HOURS OF OPERATION

Mount Pleasant Dental has the following hours of operation:-

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- Monday 8 am–5 pm;
- Tuesday 8 am–5 pm;
- Wednesday 8 am–5 pm;
- Thursday 8 am–5 pm;
- Friday 8 am–4 pm; and
- Saturday 8 am–1 pm.

The staff parking bays proposed are for use:-

- Monday 7am - 6pm;
- Tuesday 7am - 6pm;
- Wednesday 7am - 6pm;
- Thursday 7am - 6pm;
- Friday 7am - 6pm; and
- Saturday 7am – 2pm.

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7.0 TRAFFIC VOLUMES

7.1 Daily or Peak Traffic Volumes

Peak a.m. and p.m. traffic volumes will involve a maximum 13 vehicle movements to and from the car parking proposed. This is based on the parking being used by staff members associated with Mount Pleasant Dental (dentists, oral hygienists and administrative staff).

Essentially, staff members will:-

- Arrive in the morning for work and/or the time they are scheduled to work;
- Finishing at the end of the day (or the time they are scheduled to finish work).

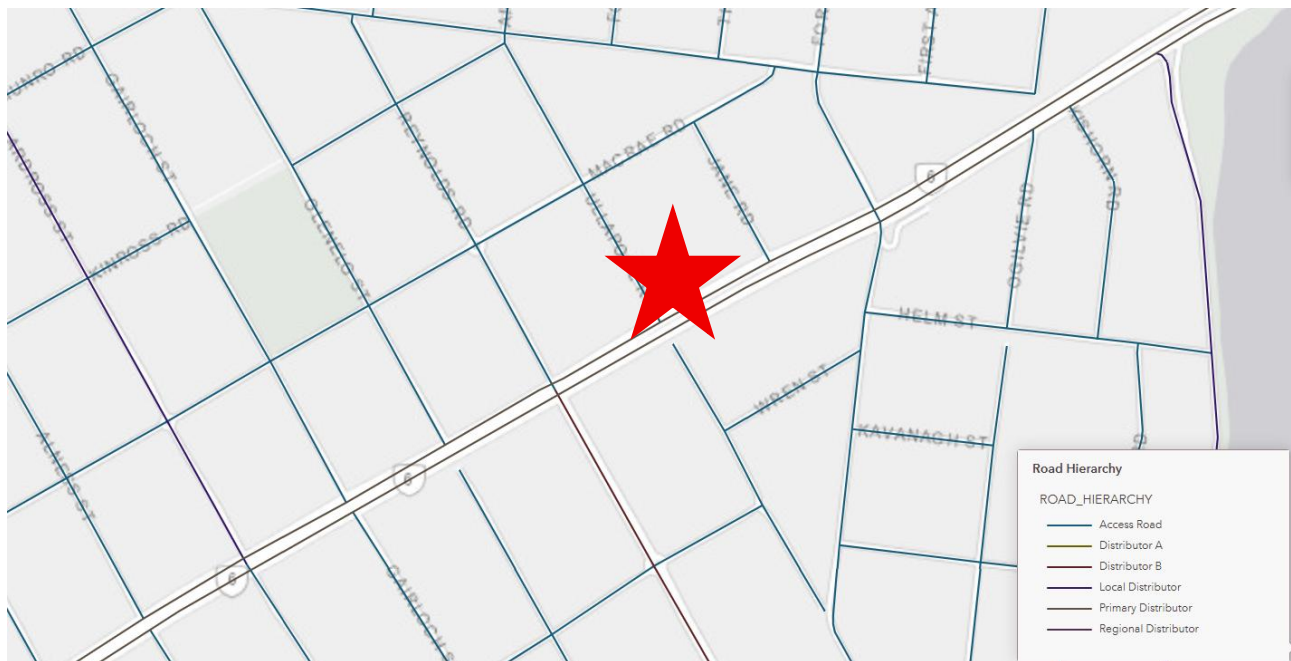
Having regard for the above, the maximum number of peak movements in the a.m. and p.m. will be 13, with this likely to be less in the knowledge some staff will arrive and leave inside Mount Pleasant Dental's hours of operation (and outside of peak periods).

7.2 Types of Vehicles

Vehicles that will access the proposed parking bays via Canning Highway will be primarily cars.

8.0 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

As mentioned previously, Canning Highway is a 'Primary Distributor Road'. Under the 'Road Hierarchy for Western Australia Road Types and Criteria' (MRWA), a Primary Distributor is for the predominant purpose of ... Movement of inter-regional and/or cross town/city traffic, e.g. freeways, highways and main roads.



ROAD INFORMATION MAPPING SYSTEM (SOURCE: MRWA)

Ullapool Road is a 'Access Road'. MRWA description for a Access Road is to ... Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by local government.

9.0 PUBLIC TRANSPORT ACCESS

9.1 Nearest Bus/Train Routes

The subject land and location enjoy excellent levels of public transport, this being one of the founding principles in support of the CBACP. As stated in *State Planning Policy 4.2* dealing with activity centres ...

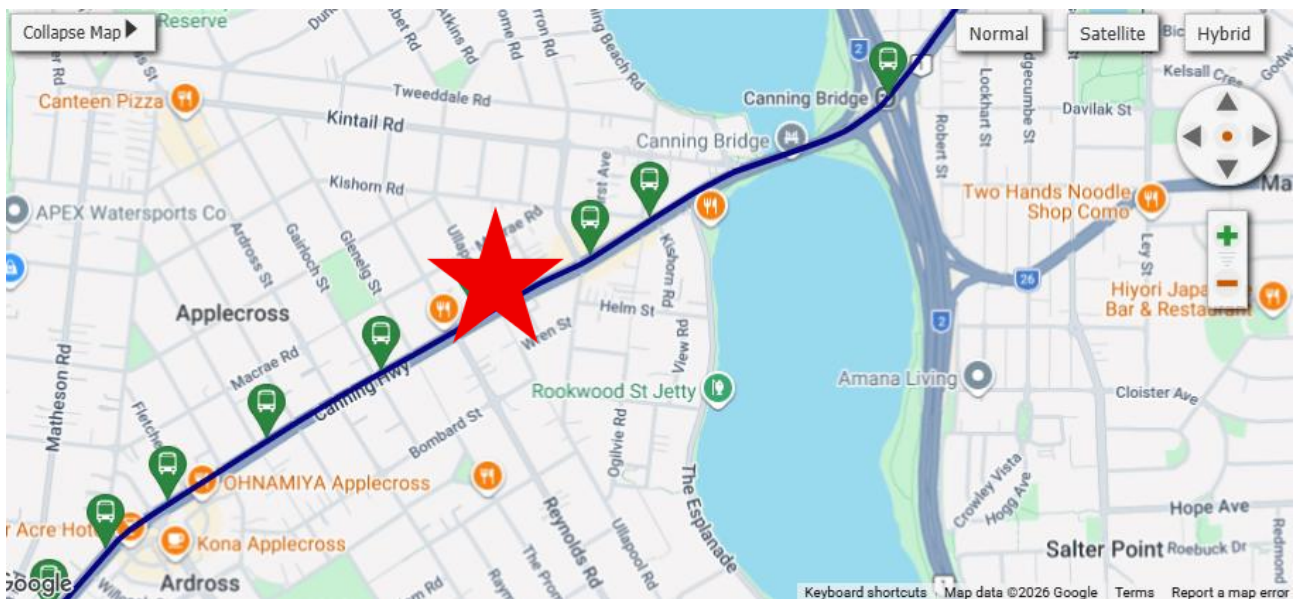
activity centres are ... mixed use urban areas where there is a concentration of commercial, residential and other land uses. They are multi-functional community focal points where people live, work, shop, meet and relax. They

vary in size and function and are generally well-served by transport networks with a focus on public transport and active transport.

With respect to bus services, the following travel along Canning Highway in the vicinity of Mount Pleasant Dental:-

- TransPerth's 910 travelling between Elizabeth Quay Bus Station and Fremantle Station;
- TransPerth's 111 travelling between East Perth and Fremantle;
- TransPerth's 114 travelling between Elizabeth Quay Bust Station and Lake Coogee; and
- TransPerth's 115 travelling between Elizabeth Quay and Kardinya.

Of the above, the 910 provides the higher-frequency bus service.



TRANSPERTH'S 910 HIGH FREQUENCY BUS SERVICE (SOURCE: TRANSPERTH)

The train service available to the location is that which travels between Perth and Mandurah i.e. on the Mandurah line.

The stop on the Mandurah line providing train connectivity is Canning Bridge Station.

9.2 Nearest Bus Stops/Train Stations

The nearest Bus Stops for TransPerth's services on Canning Highway in close proximity to Mount Pleasant Dental are:-

- Stop 10321 on the north side on Canning Highway before Ullapool Road; and
- Stop 10246 on the south side of Canning Highway after Sleat Road (immediately adjacent).

The stops are well within a 400m walkable distance, amounting to a 5-6 minute walk.



BUS STOPS FOR SERVICES 910, 111, 114 AND 115 WITHIN 400M WALKABLE DISTANCE (SOURCE: NEARMAPS)

9.3 Pedestrian/Cycle Links to Bus Stops/Train Stations

Pedestrian and cycle access to the abovementioned bus and train services are available via the local movement network within and around Applecross.

As mentioned under 9.2 above, Mount Pleasant Dental is positioned closely to local bus stops. Canning Bridge Station (train + bus) is and approximate 1.25km walk.

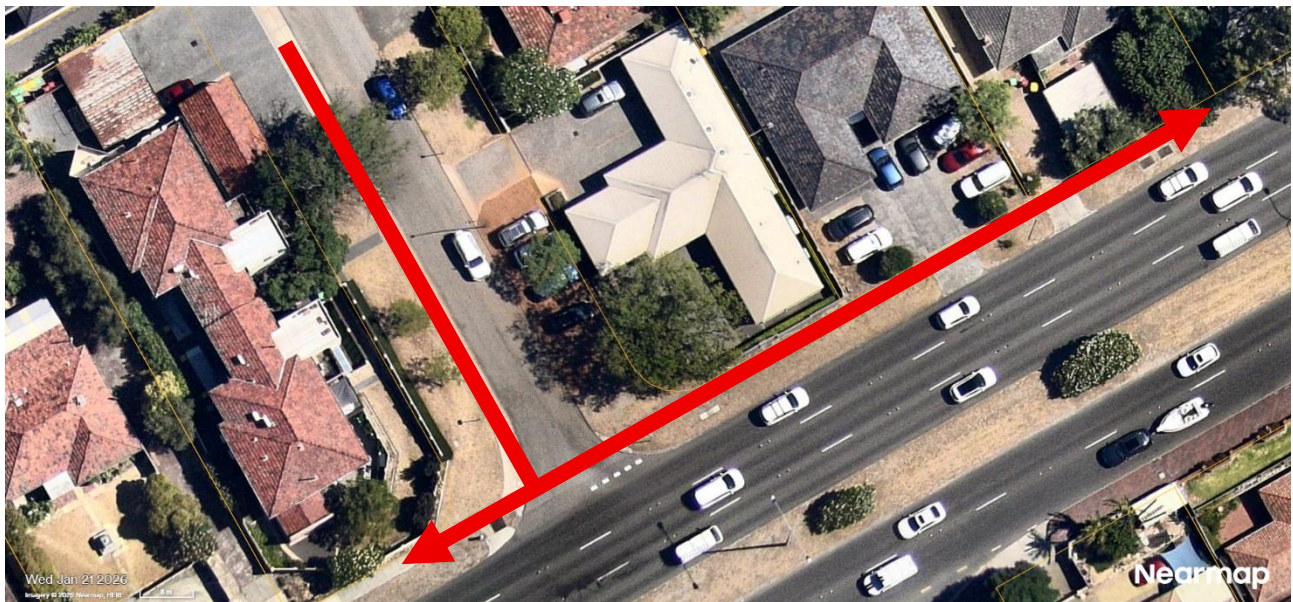
10.0 PEDESTRIAN ACCESS/FACILITIES

10.1 Proposed Pedestrian Facilities Within the Development

Pedestrian movement will consist of persons moving to and from the car parking bays proposed and the dental practice.

10.2 Existing Pedestrian Facilities on Surrounding Roads

Pedestrians (patients) accessing Mount Pleasant Dental can do so via the footpath on the north side of Canning Highway, and that on the west side of Ullapool Road. The same pedestrian connectivity is available to staff.



PEDESTRIAN ACCESS, FOOTPATHS ON CANNING HIGHWAY AND ULLAPOOL ROAD (SOURCE: NEARMAPS)

10.3 Proposals to Improve Pedestrian Access

The objectives and goals of the CBACP promote and seek to enhance pedestrian movement and traffic across the area that comprises the activity centre within the City of Melville.

11.0 CYCLE ACCESS/FACILITIES

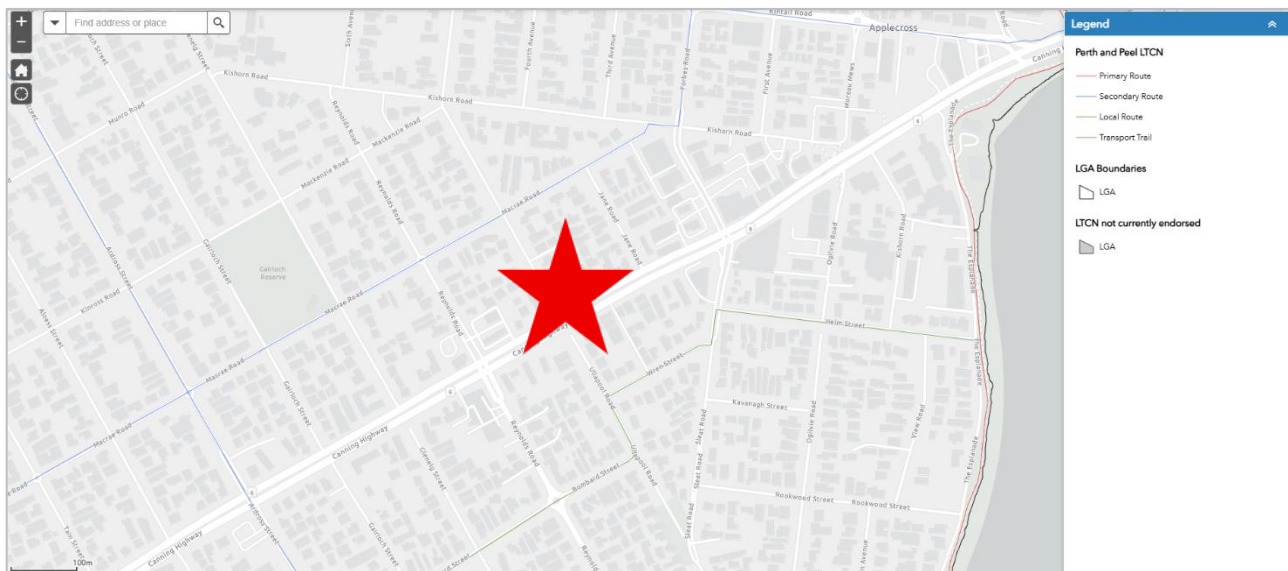
11.1 Proposed Cycle Facilities Within the Development

Two (2) dedicated bike parks are proposed in association with the staff parking proposed to the rear of 862 Canning Highway.

In addition to the bike parks, and for the purpose of complementing staff members that may elect to walk or cycle to work, end-of-trip facilities are proposed at the back of the office area to be formally established in west side of the duplex pair on the subject land (862 Canning Highway).

1.2 Existing Cycle Facilities on Surrounding Roads

The Department of Transport's *Long Term Cycling Network* (LTCN) identifies Macrae Road north of the subject land as a Secondary Route for cyclists in the Applecross locality, with Ullapool Road and Wren Street on the south side of Canning Highway as a Local Route.



PERTH AND PEEL LONG-TERM CYCLE NETWORK (SOURCE: DEPARTMENT OF TRANSPORT)

11.3 Proposals to Improve Cycle Access

Similar to pedestrian access, the CBACP promotes and seek to enhance the integration of cycle movement i.e. in conjunction with pedestrian movement and public transport use as viable alternatives to private vehicle use.

12. SITE SPECIFIC ISSUES

There are no site-specific issues with the parking bays proposed.

13. SAFETY ISSUES

The parking proposed does not present any safety issues.

CONCLUSION

The parking proposed for use by staff associated with Mount Pleasant Dental will not impact on the surrounding road network. Rather, It will normalise the existing

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situation on-site in an orderly and proper (compliant) manner. The movement of traffic to and from the subject land can take place without difficulty based on the road type serving the site, traffic flows and volumes expected in association with the use and purpose of the parking.

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