

Our Ref: 26/007

30 September 2026

Attention: Planning Team

City of Melville
10 Almondbury Road
Booragoon WA 6154

Dear Planning Administration Team Leader,

**APPLICATION FOR DEVELOPMENT APPROVAL – PROPOSED SEVEN STOREY
MIXED USE DEVELOPMENT – LOT 5, 13 & 14 (NO. 410-414) CANNING HIGHWAY
AND LOT 15 (NO. 168) STOCK ROAD, ATTADALE**

TBB Planning on behalf of Western Corporate Pty Ltd submits the enclosed development application seeking approval for a proposed mixed use development at No. 410-414 Canning Highway and No. 168 Stock Road, Attadale.

Development Application

The application is lodged with the City of Melville for assessment. The development site is under contract for development with the City of Melville, and has an expected construction cost of \$42.5 million, plus GST. Please note the applicant has opted for determination by the Metro Inner Development Assessment Panel.

The development application report provides an overview of the application and how it responds to the planning framework and is accompanied by the following appendices:

- **Appendix A** – Certificates of Title and MRS Certificates
- **Appendix B** – Development Plans and Elevations
- **Appendix C** – Design Statement
- **Appendix D** – R-Codes Volume 2 Assessment
- **Appendix E** – Sustainable Design Report
- **Appendix F** – Landscaping Plans and Report
- **Appendix G** – Transport Impact Assessment
- **Appendix H** – Waste Management Plan
- **Appendix I** – Acoustic Report

Referral to Main Roads WA

The three lots fronting Canning Highway are affected by a Primary Regional Road reservation. It is therefore important to note that the application will need to be **referred to Main Roads WA** within seven days of the application being received by the City of Melville.

Lot Ownership and Forms

Due to the road reservation and the various land owners within the overall development site, we have prepared separate MRS and LPS forms for each lot.

The following table is provided to explain the relevant forms required for and included within this application package to clarify their relation to each lot:

Lot	Address	Landowner	Relevant forms
5	414 Canning Highway	Canning Developments Pty Ltd	City of Melville LPS 6 Application for Development Approval MRS Form 1 Signed by sole director.
13	412 Canning Highway	Isabel Fernandez Benjamin John Bradley	City of Melville LPS 6 Application for Development Approval MRS Form 1 Signed by both owners.
14	410 Canning Highway	Melville Road Board	City of Melville LPS 6 Application for Development Approval MRS Form 1 <i>*both to be signed by the City of Melville once application package is received.</i>
15	168 Stock Road	Canning Developments Pty Ltd	City of Melville LPS 6 Application for Development Approval MRS Form 1 Signed by sole director.

A single Development Assessment Panel Form 1 has been provided.

Payment of the application fee will be made by Cameron Hayes of Western Corporate, who can be contacted on cameron@westerncorporate.com.au. Please address any invoice to Canning Developments Pty Ltd.

We look forward to working with the City to achieve a positive recommendation.

Please do not hesitate to contact the undersigned or via email at admin@tbbplanning.com.au should you have any questions or require anything further to assist in the assessment of the application.

Yours sincerely,

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Proposed Mixed Use Development Planning Report

410-414 Canning Highway and 168 Stock
Road, Attadale

Prepared for Western Corporate
Prepared by TBB Planning
September 2026



Document Information



Development Application

Site: 410-414 Canning Highway & 168 Stock Road, Attadale

Client: Western Corporate

Project Ref: 26/007

Prepared by: TBB Planning

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Acknowledgement of country



TBB Planning acknowledges the Whadjuk people of the Noongar nation as the Traditional Custodians of the land on which we live and work, and recognises their continuing connection to land, waters and culture.

We also acknowledge the custodianship of the many lands and waters across which we design, plan and engage, and pay our respects to Elders past and present, who hold the traditions and culture that continue to guide us in planning for communities now and into the future.

Doc ID: DA Report - 410-414 Canning Highway, Attadale

Revision	Status	Author	Approved by	Date Issued
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1.0	Final	R. Thompson	T. Will	30/09/2026
1.1	Lodged	R. Thompson	T. Will	30/09/2026

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1.0

Introduction

1.0 Introduction

1.1 Project Description

TBB Planning, on behalf of Western Corporate has prepared this report in support of a Development Application for a residential and mixed-use development comprising 32 dwellings, nine medical suites, three small commercial tenancies and a supermarket tenancy across Lot 15 Stock Road, and Lot 5, 13, & 14 Canning Highway, Attadale (the **subject site**).

The subject site is located at the intersection of Canning Highway and Stock Road in Attadale. The development application has been carefully considered and prepared in collaboration with Western Corporate, Zarq. Architecture Studio and their project team. The development proposal has been refined by pre-lodgement consultation with the City of Melville and their Design Review Panel.

1.2 Background

The subject land is located within the riverside suburb of Attadale, approximately 10km southwest of Perth's CBD. Attadale is a well-established residential suburb with a selection of recreation, retail, and commercial opportunities. The site is within the Melville District Activity Centre which services Melville, Palmyra, Bicton and Attadale. It is positioned on the corner of Canning Highway and Stock Road.

Canning Highway is a primary regional road which functions as a key traffic corridor extending from Victoria Park to Fremantle. It is the central link through many of the City of Melville's activity centres. Canning Highway's development pattern is characterised by low to medium density residential development interspersed with activity nodes containing predominantly commercial and retail tenancies gathered in clusters around the highway at key locations.

Stock Road is a local distributor road running north to south through Attadale, becoming a regional road as it continues further south to Rockingham. Development either side of Stock Road is characterised by low to medium density dwellings with some pockets of commercial development.

The site's location on the corner of a Primary Regional Road and Local Distributor Road offers the opportunity to create a notable street-corner development.

The Melville District Activity Centre provides a central shopping mall for the four suburbs it connects to, being Melville, Palmyra, Bicton and Attadale. It offers shops suitable for weekly household needs, including a supermarket, post office, liquor store, a range of personal services, and a variety of retail outlets. The majority of these existing commercial uses are on the western side of Stock Road. The Melville District Activity Centre Plan encourages higher density commercial and mixed-use development and sets a target of 550 dwellings to be provided within the activity centre.

Table 1 provides a summary of the proposed development.

Table 1 Development Details

Proposal	Details
LPS 6 Zoning	Mixed Use (Lot 5 Canning Highway) – scheme amendment initiated for additional uses Centre C2 (Lot 13 & 14 Canning Highway, Lot 15 Stock Road)
R-Code	R-AC0 (all sites) – deferred to Melville District Activity Centre Plan (MDACP)
Activity Centre Plan Height Limit	4 storeys (Lot 5 Canning Highway) 5 storeys (Lot 13 & 14 Canning Highway, Lot 15 Stock Road) + 2 storeys with community benefits
Land Details	Lot 15 (No. 168) Stock Road, Attadale Lot 14 (No. 410) Canning Highway, Attadale Lot 13 (No. 412) Canning Highway, Attadale Lot 5 (No. 414) Canning Highway, Attadale
Construction Timeframe	24 months
Development Details	Summary
Site Area	4,309m ²
Building Height	7 storeys
Total Floor Area (gross)	10,035m ²
Number of Dwellings	32
Number of parking spaces	144

1.2.1 Scheme Amendment

A Scheme Amendment request was submitted to the City of Melville in April 2026, for the purpose of amending Local Planning Scheme No. 6 to rezone Lot 5 Canning Highway to Centre C2. This would enable a consistent zone across the four lots that form the development site.

The City of Melville resolved to initiate the Scheme Amendment in July 2026, and the amendment remains under consideration as of time of writing this report. In lieu of the proposal to rezone Lot 5, the City initiated an amendment which maintains the mixed use zone, but applies an Additional Use over Lot 5.

The proposed amendment (Amendment No. 21) enables the following land uses to be added to the Additional Uses Table:

- Shop (Permitted)
- Convenience Store (Permitted)
- Restaurant/Café (Permitted)
- Liquor Store – Small (Discretionary)

The amendment was proposed to achieve consistent land use permissibility between Lot 5 and the Centre zoned lots in light of this proposal for a consolidated development across the site.

1.3 Pre-Lodgement Consultation

Pre-lodgement consultation has been undertaken with the City of Melville and other relevant stakeholders with respect to the proposal. **Table 2** below provides an overview of the discussions in relation to the development application.

Table 2 Pre-lodgement consultation summary

Date	Meeting Type	Location	Summary
9 March 2026	Pre-Lodgement meeting attended by City of Melville and project team.	City of Melville	Introductory meeting to present project and seek initial feedback on concept plans; Discussion on proposed height and plot ratio; Discussion of rezoning application strategies; Confirmation of design review and application requirements.
15 April 2026	Design Review Panel meeting attended by City of Melville Design Review Group and project team.	City of Melville	Pre-lodgement Design Review Panel Preliminary drawings presented to DRP.
17 June 2026	Pre-Lodgement meeting attended by Main Roads and project team.	Online	Discussion to confirm appropriate rationale and strategies for access arrangements on Canning Highway and Stock Road; Discussion of future road widening on Canning Highway; Detailed meeting minutes appended to Transport Impact Statement.
2 September 2026	Second Design Review Panel meeting	City of Melville	Secondary Design Review meeting for proposed development to seek evaluation on more detailed design following initial design review meeting. Discussion on design evaluation.

1.4 Development Application Package

This development application is prepared as a package including:

- Certificates of Title and MRS Certificates (refer **Appendix A**);
- Development Plans (refer **Appendix B**);
- Design Statement (refer **Appendix C**);
- R-Codes Volume 2 Assessment (refer **Appendix D**);
- Sustainable Design Report (refer **Appendix E**);
- Landscaping Plans and Report (refer **Appendix F**);
- Transport Impact Assessment (refer **Appendix G**);
- Waste Management Plan (refer **Appendix H**);
- Acoustics Report (refer **Appendix I**).



2.0

Site Context

2.0 Site Context

2.1 Legal Description

The development application encompasses four lots at the corner of Stock Road and Canning Highway in Attadale. **Table 3** provides the property details including the street addresses, and a copy of the Certificates of Title are provided in **Appendix A**.

Table 3 Lot Details

Lot No.	Volume/Folio	Plan	Street Address	Lot Area	Registered Proprietor
15	1088/147	10383	168 Stock Road	1,125m ²	Canning Developments Pty Ltd
14	1109/37	12627	410 Canning Highway	942m ²	Melville Road Board
13	1051/55	10383	412 Canning Highway	1,012m ²	Isabel Fernandez & Benjamin Bradley
5	1053/864	10511	414 Canning Highway	1,231m ²	Canning Developments Pty Ltd

2.2 Subject Site

The subject site is comprised of four adjoining lots on the corner of Canning Highway and Stock Road. Lot 15 Stock Road is the northernmost lot and currently contains a single-storey dwelling and a number of small trees. Lot 14 Canning Highway directly abuts both Canning Highway and Stock Road, and has been vacant of development since 2012. The lot is mostly cleared, with a few trees on the corner and boundary with Lot 13 Canning Highway. Lot 13 and Lot 5 Canning Highway front onto Canning Highway. Lot 13 contains a single-storey dwelling that is currently used as a consulting room. Several trees are located on the eastern and northern boundaries of the lot. It gains access both directly from Canning Highway and via a driveway running along the rear of Lot 14, connecting it to Stock Road. Lot 5 Canning Highway currently contains two single-storey grouped dwellings, and is accessed exclusively from Canning Highway. Vehicle access to the site from Canning Highway is limited to a left-in, left-out movement due to the central median and intersection with Stock Road.

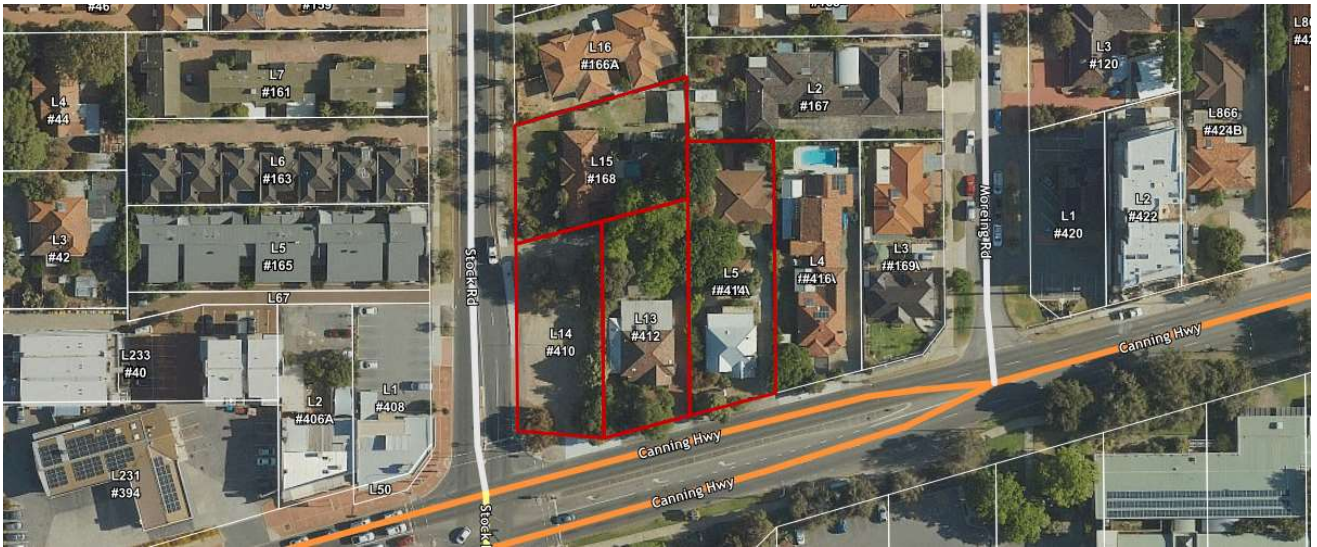


Figure 1 Aerial view of subject site



Figure 2 View of subject site with the Perth CBD view lines



Figure 3 Photograph from 414 Canning Highway, facing south



Figure 4 Photograph of subject site from the west side of Stock Road, facing east



Figure 5 Aerial photograph of subject site



Figure 6 Photograph of subject site from Canning Highway, facing north-west

2.3 Surrounding Development

The subject site is within a well-established residential area characterised by medium to low density housing. It is on the outer edge of the Melville District Activity Centre, which includes the Melville Shopping Centre, a retail centre servicing Bicton, Palmyra, Melville, and Attadale. Directly across Canning Highway is the Melville Reserve and LeisureFit Melville facility, which offers both indoor and outdoor recreational opportunities to residents of the locality. A four storey apartment development has recently been constructed 120m to the east at Lot 2 (No. 422) Canning Highway.



Figure 7 Photograph of the broader Melville District Centre from subject site, facing southwest



Figure 8 Photograph of broader site context facing east



Figure 9 Photograph of broader site context facing south



Figure 10 Aerial photograph of broader site context facing northeast

2.4 Local Context

The subject site is situated within the City of Melville local government area, located approximately 4km from the City of Melville City Centre, and 10km from the Perth CBD.

The site provides easy access to a range of community amenities including:

- Melville Recreation Centre/LeisureFit Melville – 200m
- Melville Reserve – 200m
- Melville Plaza Shopping Centre – 250m
- A range of cafes, restaurants, and retail outlets – 250m
- Point Walter Reserve – 2km

While the Melville District Activity Centre will provide for daily to weekly needs of the proposal's residents, Westfield Booragoon/Garden City at the Melville City Centre provides a higher-order secondary activity centre with a wider selection of retail and entertainment offerings. The subject site is also only 5km from attractions in Fremantle, with connection to Fremantle provided via high-frequency bus routes.



Figure 11 Local Context (sourced from Zarq)



3.0

Development Proposal

3.0 Development Proposal

3.1 Development Overview

The application seeks approval to develop a seven storey apartment and commercial development comprising 32 apartments, 9 medical suites, 3 commercial tenancies and a supermarket.

Vehicle access and egress to the site is proposed to come from Stock Road with a crossover located near the northern boundary, and from Canning Highway in a left-in, left-out configuration. Parking is provided predominantly as basement parking, with a number of bays available for visitors to the site located at ground level, behind the commercial tenancies. In this arrangement, the ground floor commercial and supermarket tenancies are able to prioritise active frontages, a high quality pedestrian experience and provide a safe and accessible parking arrangement.

The development composition is further detailed in **Table 4** below.

Table 4 Development Overview

Level	Development Proposal
Basement	Car parking and storerooms • 64 residential car parking bays in a secure compound • 37 commercial/retail car parking bays, including 6 EV charging bays • Lift entries to supermarket, medical, and residential lobbies • 21 residential bicycle parking bays • 32 residential storerooms • Service equipment
Ground floor	Commercial tenancies and supermarket • Supermarket tenancy at 1,011m² GFA • Supermarket Back of House facility at 110m², with separate staff room, freezer, and cool room • Three commercial tenancies of 83m² each • Commercial and residential bin store • Separate medical and residential lobby rooms • 43 car bays • Mail room
1st Floor	Medical suites • 9 medical clinics at a total of 1,352m² • Reception and waiting room • Residential and medical lift spaces • Restrooms and a waste room • Podium terrace providing common green space and outdoor amenity • Rooftop café at 25m² and associated alfresco area
2 nd Floor	Residential • 8x 2 bed, 2 bath apartments ranging from 89m²-97m² floor area and including individual private terraces • Planters surrounding terrace edges

	• Lift lobby and ventilated corridor
3 rd – 4 th Floor	Residential • 8x 2 bed 2 bath apartments ranging from 89m²-97m² floor area and including individual private terraces • Lift lobby and ventilated corridor
4 th Floor	Residential • 8x 2 bed 2 bath apartments ranging from 89m²-97m² floor area and including individual private terraces • Lift lobby and ventilated corridor
5 th Floor	Residential • 2x 2 bed, 2 bath apartments at approximately 96m² each, with approximately 25m² private terrace area each • 2x 3 bed, 2.5 bath apartments at 124m² each, and private terraces over 25m² each • 2x 3 bed, 2.5 bath apartments at 139m² and 136m² each, and private terraces over 65m² each • Lift lobby and ventilated corridor
6 th Floor	Penthouse apartments • 2 x 4 bed, 4.5 bath apartment, 280m² floor area and 174m² – 190m² private terraces. • Direct lift access for each apartment.



Figure 12 Architect's render of proposed development from Canning Highway view



Figure 13 Architect's render of proposed development from Stock Road



Figure 14 Architect's render of proposed development from northern side car park

3.2 Landscaping

The proposed development incorporates extensive landscaping to complement the built form. The proposed landscaping plays a significant role in responding to the context of the site and complementing the existing local character. The landscaping plan has been prepared by Plan E and is provided in **Appendix F**.

The concept is structured around a landscaped public realm at ground level, a substantial communal landscape area at first-floor level, and planting integrated along residential terraces.

The landscape concept identifies approximately 250m² of deep soil area on the ground level of the site. The development proposes to provide 30 small trees and 5 medium trees across the development to replace the existing trees being removed. The landscape design uses approximately 700m² of on-structure planting to supplement the deep soil provision, with soil depth and volume considered in the placement and selection of trees.

At ground level, landscaping is concentrated around the site perimeter and pedestrian areas adjoining the building. The design also includes in-ground garden beds, integrated bench seating and bicycle racks. Varying paving treatments distinguish the entrances to the supermarket and residential lobby from other pedestrian areas to create a defined and landscaped street interface.

The first-floor podium forms the primary communal and publicly accessible landscaped area. This level includes an amenity area with barbecue facilities, shelter and communal dining and seating, together with sensory gardens and seating nodes to provide amenity for visitors to medical suites. The landscape plan also provides a play area, natural turf lawn, timber-decked café alfresco area, raised planters and planted mounds. Raised planters are used both to accommodate tree planting and to define the edges of the landscaped spaces, while maintaining visual permeability in selected locations.

3.3 Access, Circulation and Parking

3.3.1 Site Access

Vehicle access to the development is provided from both Stock Road and Canning Highway. The Stock Road crossover is located near the northern boundary of the site, away from the intersection, and provides access to the ground level car park and ramp to the basement car park. Access to Canning Highway is provided as a left-in left-out configuration located toward the eastern boundary, accessed via a turning pocket. This access arrangement allows service vehicles to enter and exit the site in a forward gear without disrupting traffic to or from the site.

Pedestrian access for residents is provided primarily from the Canning Highway frontage with a residential lobby and lift provided separately to the entrances for medical suites and the supermarket. A secure stairwell offers residents access from the communal open space to the upper levels, excluding the penthouse suites. This stairwell is integrated within the building articulation and provides openings for ventilation to the corridors on each level.

Access to the medical suites on the first floor is provided through a lobby and lift on the ground floor on Canning Highway. A stairwell is provided at the northern edge of the building, enabling access to and from the podium terrace.

Entrances to the three shop tenancies are provided on the northern edge of the building, directly facing the car park. Low planters are provided along the frontage to soften the building edge. Directly fronting both Stock Road and the car park through a dual corner entry, the main supermarket entry provides access to bike parking and a trolley return area. A wider pathway is located immediately outside this entrance, providing a more comfortable pedestrian experience. The location of the supermarket entry provides convenience for both visitors arriving via car and pedestrians, while ensuring a safe and comfortable pedestrian experience around the entries to the supermarket and shops. Staff access to the back of house facility is provided near the loading zone in the car park.

3.3.2 Car Parking

The proposal provides for a total of 64 resident car parking bays situated in the basement, provided in a secure zone with storerooms and lobby areas included. 43 car bays for the commercial and retail tenancies are provided on the open-air ground floor, included at the rear of the development and in the undercroft, along with a service and loading bay. An additional 37 car

bays for the commercial and retail tenancies are provided in the basement, allowing the development to meet the car parking requirements under LPS6, the Melville District Activity Centre Plan and Local Planning Policy 1.6 – Parking and Access. A parking assessment is provided in Section 4.6.1 of this report.

3.3.3 Bicycle Parking

The development proposes 21 residential bicycle parking spaces located in the basement car park. An area of bicycle parking has been made available near the entrance to the supermarket to cater for visitors. The development promotes active transport for regular supermarket staff by providing end-of-trip facilities including 10 external bicycle racks, 16 bicycle bays adjacent to commercial parking, locker facilities and an accessible shower. The ground floor shops will also provide accessible showers within each tenancy for their staff. Visitors to the commercial, medical and retail spaces will share access to the bicycle bays adjacent to commercial carparking, with residents being provided with 21 secure bicycle parking bays in the basement residential carpark, solely for use by apartment residents.

3.4 Sustainability

A Sustainability Report has been prepared by Verdian to address the requirements of Design Principle 5 – Sustainability of State Planning Policy 7.0 and Objective 1 of the Melville District Activity Centre Plan. The full report is provided in **Appendix E**.

The energy strategy is based on building electrification, energy-efficient design and renewable energy generation. The project is committed to incorporating practical and commercially appropriate sustainability initiatives throughout the development which exceed minimum requirements, including measures relating to energy efficiency, water use, material selection and occupant amenity, despite not currently seeking Green Star certification. The development is intended to operate with all-electric building services and apartment appliances, including air-conditioning and hot water systems. The project is committed to a minimum NatHERS 6.5-star rating and an average of 7.5-star across the development, supported by passive solar design, double glazing, permanent shading, natural cross-ventilation and efficient reverse-cycle air-conditioning and LED lighting. This is 0.5-star above the NCC requirements for average and will generally achieve 1.5-star above the NCC requirements for minimum level.

Key sustainability initiatives within the development include:

- **Water sensitive design** from engineering-level detail to the selection of species incorporated in landscaping design and irrigation systems.
- **Electrification** of infrastructure and services throughout the building, supported by a rooftop solar PV installation comprising 64 panels located on the rooftop providing a minimum of **48kW**. Where roof space permits, subject to further roof infrastructure spatial design, this provision could be increased up to 80kW.
- **Heat island mitigation** with a proposed 50% of the site area to incorporate heat resilience strategies, including the use of vegetation and planted areas, light-coloured roofing and shading structures, and light-coloured hardscape surfaces meeting the Solar Reflectance Index targets specified in the ESD Strategy.
- **Internal amenity and health measures** to ensure occupant health through natural ventilation, indoor air quality, lighting quality, material selection and access to landscaped areas.
- **80% targeted diversion of construction and demolition waste from landfill**, and a commitment to **10% upfront embodied carbon reduction** across a variety of building materials through use of low-carbon concrete and steel reinforced with high recycled content, backed by Environmental Product Declarations from suppliers.

The development also proposes to include bicycle parking and end-of-trip facilities and provision for electric vehicle charging. The development includes 16 bicycle bays for retail and commercial visitors and staff, lockers and shower facilities for staff, and 21 secure bicycle bays for residents. Provisions for EV charging systems are included for 100% of residential car parks, providing easy access to EV charging connectivity should residents require this infrastructure immediately or in future.

3.5 Traffic

A Traffic Impact Assessment (TIA) has been prepared by Transcore in support of this application, provided in **Appendix G**.

The development is proposed to be accessed via a full-movement crossover to Stock Road and a left-in/left-out crossover with a deceleration lane to Canning Highway, with the existing crossovers rationalised accordingly. The TIA estimates the development would generate approximately 1,408 vehicle trips per weekday, reducing to a net additional 1,050 vehicle trips per day on the surrounding road network after allowing for passing trade. SIDRA modelling indicates that both proposed crossovers would operate at Level of Service A during the weekday AM and PM peak periods, while the additional development traffic would not materially affect the operation of the Canning Highway/Stock Road intersection in the 2027 opening-year scenario.

In response to a request from Main Roads, an alternative left-in-only access arrangement from Canning Highway was also assessed and found to result in increased queuing and delay, supporting the proposed access configuration as the preferable arrangement. The proposed parking layout, internal circulation, ramp design and servicing arrangements have also been assessed as satisfactory, including swept-path testing for a 12.5m service vehicle. Overall, the TIA concludes that the development can be accommodated within the surrounding transport network and that the proposed access, parking and servicing arrangements are appropriate from a transport perspective.

3.6 Waste Management

A Waste Management Plan (WMP) has been prepared by PTG Consulting to address the anticipated generation, storage, handling and collection of general waste, co-mingled recycling and Food Organics and Garden Organics (FOGO) waste associated with the development. Waste generation and bin requirements have been calculated using the generation rates prescribed by the City of Melville Local Planning Policy 1.3 – *Waste and Recyclables Collection for Multiple Dwellings Mixed Use Developments and Non-Residential Developments* (LPP 1.3). The full Waste Management Plan has been included as **Appendix H**.

Residential and commercial Mobile Garbage Bins (MGBs) will be stored separately within two bin enclosures located on the eastern side of the ground floor, adjacent to the loading area. The WMP identifies that the required bins can be accommodated within the respective bin stores.

Waste collection will occur on-site at the loading area adjacent to the bin enclosures and will be undertaken by a private licensed waste collection service. Commercial staff and/or building management are anticipated to transfer the bins from the respective bin enclosures to the loading area for collection and return the emptied bins following collection. Collection is proposed during off-peak hours or outside normal business hours.

The WMP includes swept-path analysis for a 10.5m waste vehicle, with the vehicle entering the site from Canning Highway, manoeuvring to the loading area and exiting in a forward direction onto Stock Road.

The medical suites will require separate management of clinical waste. The WMP provides for clinical waste to be separated into sharps and non-sharps, with collection by a suitably qualified medical waste service provider on an as-needs basis. The volume generated will depend on the nature and scale of the medical practices undertaken.

3.7 Acoustic

An acoustic assessment was prepared by Lloyd George Acoustics to assess road traffic noise affecting the residential component of the development, provided in **Appendix I**.

The assessment is required as the site fronts Canning Highway which is classified as a 'Strategic Freight/Major Traffic Route' and is therefore within the trigger distance for State Planning Policy 5.4 – *Road and Rail Noise* (SPP 5.4).

The assessment considers the SPP 5.4 outdoor noise targets for day and night and the internal targets for living and work areas and bedrooms. Noise monitoring was undertaken approximately 8m from the Canning Highway carriageway, and modelling for future noise exposure considered the likely acoustic considerations in 2046.

The assessment consequently specifies targeted construction requirements for affected apartments. These include upgraded sliding doors and glazing with acoustic seals, with required ratings determined according to the predicted exposure and proportion of glazing to room floor area.

Habitable-room windows remain openable for natural ventilation; when closed, the specified construction achieves the required acoustic performance. While noise levels at some balconies may exceed the outdoor target, the assessment identifies alternative areas within the property below the target. Lloyd George Acoustics calculates that implementation of the specified construction requirements will achieve the SPP 5.4 internal noise targets.



4.0

Planning Framework

4.0 Planning Framework

4.1 City of Melville Local Planning Strategy

The City of Melville Local Planning Strategy 2016 has been used to guide strategic planning and land use considerations in the City over the last 10 years. The Strategy was planned to guide development over the next 20 years, with a review every 10 years. As of time of writing this report, it is understood that a review has commenced but the details of the conclusion have not yet been released.

The strategy addresses retail and commercial centres and provides an outline of the expectations for retail and commercial areas. The subject site is identified as part of the Attadale Local Centre. The Strategy recognised that there was higher than expected demand for retail floor space in this area. The land has since been zoned and included in the Melville District Activity Centre Structure Plan, essentially fulfilling the objective.

This subsequently supports the delivery of retail or commercial uses accommodating the needs of the local community and enhance an existing local activity centre.

4.2 Metropolitan Region Scheme

The subject site is zoned Urban under the Metropolitan Region Scheme as depicted in Figure 3 below. The objective of the Urban zoning is to:

“Provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities.”

A portion of Lot 13, 14, and 5 (Nos. 410, 412, and 414) Canning Highway are under a Primary Regional Road reservation for the future widening of Canning Highway. The relevant certificates confirming this are included in **Appendix A**.

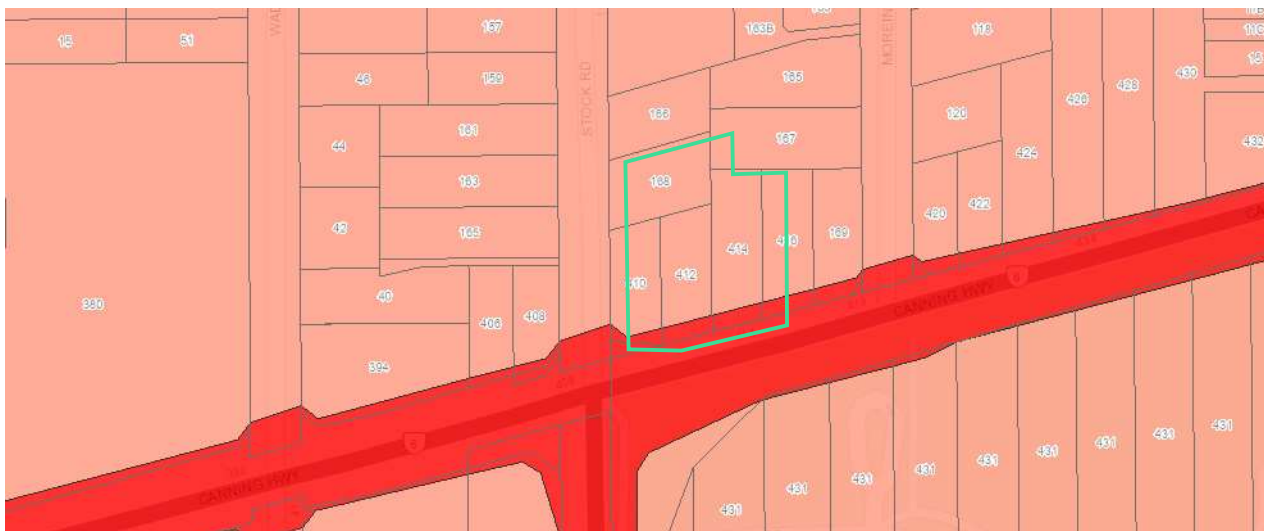


Figure 15 MRS Zoning

The proposal does not involve any permanent development in the MRS reservation. Awning, landscaping and crossover/verge works are shown on the development drawings – all such items are consistent with what would typically be permitted within a road reserve. Preliminary advice from Main Roads WA has indicated the future upgrades will incorporate a verge of 4.1m – 4.5m. As such, the proposal landscaping and awnings would be within a future verge area.

4.3 State Planning Policies

4.3.1 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – *Design of the Built Environment* (SPP7.0) is the leading policy to guide and inform good design outcomes in the built environment. SPP7.0 includes 10 principles for good design and establishes framework for integrating design review as part of the evaluation process. A brief assessment against these principles is provided in **Table 5**.

Table 5. SPP 7.0 Assessment

Principle	Provision	Alignment of Proposal
1. Context and Character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	The design balances a contemporary architectural language with sensitivity to the surrounding low/mid-rise residential context and integrates green elements throughout all levels of the development. It enhances the prominent corner location and provides clear visual markers and active edges. Its reflection of the mixed mid-century and contemporary residential and commercial architectural character throughout Attadale is exhibited through the material palette, articulated balconies and setbacks, and landscaping.
2. Landscape Quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	The proposal incorporates landscaping elements that tie the built form elements to landscape elements, The species used in the landscaping reflect an understanding of the impact a single development has on the broader ecological context, integrating waterwise and native species to contribute to the surrounding ecosystems. The centrepiece is the extensively landscaped terrace on Level 1 which is proposed to be publicly accessible.
3. Built Form and Scale	<i>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.</i>	The proposal is considered consistent with the intended future character of the local area. It respects and softens the interface with the existing built form while catalysing growth towards the achievement of the envisioned character for the locality. Height justification is discussed in Section 6 of this report.
4. Functionality and Build Quality	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over a full life cycle.</i>	The proposal creates a comfortable outcome for its future users, with the design prepared for high performance and capable of delivering benefit over its full lifecycle.
5. Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive</i>	The proposal incorporates landscaping and social infrastructure and has been designed to achieve

	<i>environmental, social and economic outcomes.</i>	positive economic outcomes, as a whole delivering benefits for each element of sustainability. A brief statement on sustainability initiatives is provided in section 3.4 above.
6. Amenity	<i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>	The proposal offers a range of quality uses for visitors and maintains a high standard of internal amenity for occupants. The proposal similarly respects amenity of surrounding properties with the shadow cast by the development falling over the road reserve at most times of the day.
7. Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>	The proposal is simply and clearly laid out with easily identifiable elements to direct people to its different components.
8. Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>	Safety and security for occupants is maintained through separate entrances at ground level and a secure compound in the basement. Conflicts between residents and visitors to supermarket, commercial tenancies, and medical clinics are minimised.
9. Community	<i>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.</i>	The proposal specifically caters to the need for increased housing types and density within the local area and broader context while providing a range of residential amenity for visitors and residents alike.
10. Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>	The design has been carefully considered by a skilled project team and in extensive consultation with relevant agencies. The result is an attractive corner development with appealing landscaping and architectural elements.

A more comprehensive design statement is included in **Appendix C**.

4.3.2 Development Control Policy 5.1 – Regional Roads (Vehicular access)

Development Control Policy 5.1 - Regional Roads (vehicular access) sets out the principles to be applied when considering proposals for vehicle access to or from developments abutting regional roads. As the subject site has frontage to and seeks access from Canning Highway, which is designated as a regional road, this policy is relevant to consider.

The objectives of DC5.1 are:

- *To outline planning principles to be applied in the determination of proposals for vehicle access to regional roads.*
- *To ensure that vehicle access to regional roads and the type of abutting developments is controlled and conforms with sound town planning principles.*
- *To improve traffic flow and safety on all regional roads, either new or existing, by minimising the number of junctions or driveways.*

The development requirements are briefly outlined and commented on in **Table 6** below. Further detail on the matter can be found in the Traffic Impact Assessment, included as **Appendix G**.

Table 6 DCP 5.1 Assessment

Development Requirement	Proposal Response
3.3.1. <i>In considering applications for access on regional roads, the effects of the proposals on traffic flow and road safety will be the primary consideration. The more important the regional road, the greater the importance attached to these factors. In general, the Commission will seek to minimise the creation of new driveways on regional roads and rationalise existing access arrangements.</i>	These considerations have been factored into the site layout and discussed in further detail in the transport plan. Crossovers are rationalised from the existing four lots with two crossovers proposed in this development. Any further reduction in access points would be detrimental to traffic flow, as is discussed in the TIA.
3.3.2. <i>On regional roads not constructed or planned to freeway standards, there is a general presumption on traffic and safety grounds against the creation of new driveways or increased use of existing accesses to these roads. Where alternative access is or could be made available from side or rear streets or from rights of way, no access shall be permitted to the regional road unless special circumstances apply.</i>	Access to Canning Highway is provided solely in a left-in, left-out configuration to reduce vehicle conflicts and is located at the eastern boundary to create the safest possible arrangement in relation to the Stock Road/Canning Highway intersection. With the proposal including a small supermarket, it is not feasible or reasonable to require all access via Stock Road. In response to a request from Main Roads, an alternative left-in-only access arrangement from Canning Highway was also assessed and found to result in increased queuing and delay, supporting the proposed access configuration as the preferable arrangement. Service vehicle access to the loading and service bay is achieved from Canning Highway in order to ensure service vehicles can enter and exit the site in a forward gear without causing disruption to traffic.
3.3.5. <i>In determining applications for development involving the formation, laying out or alteration of a means of access to regional roads, the following must be considered:</i> i) <i>the effects of the development on traffic flow and safety, the character and function of the road, the volume and speed of traffic, the width of the carriageway and visibility; and</i> ii) <i>the volume and type of traffic generated by the development.</i>	The relevant information is made available in the Transport Impact Statement and Traffic Report included as Appendix G.

4.3.3 Residential Design Codes Volume 2 – Apartments

State Planning Policy 7.3 – Residential Design Codes Volume 2 applies to apartments and mixed-use developments and has been developed to encourage good quality and liveable dwellings that respond to their site and local context. The policy offers clear objectives and guidance for design practitioners and decision makers seeking to propose alternative and innovative design solutions. Relevant aims included in the policy are:

- to provide residential development of an appropriate design for the intended residential purpose, land tenure, density, place context and scheme objectives.
- to encourage design consideration of the social, environmental, and economic opportunities possible from new housing, and an appropriate response to local context
- to encourage design that considers and respects local heritage and culture
- to facilitate residential development that offers future residents the opportunities for better living choice and affordability when seeking a home, as well as reduced operational costs and security of investment in the long term.

An assessment of the multiple dwelling components of the proposal against the provisions of SPP7.3 – Volume 2 is provided as **Appendix D**.

4.4 City of Melville Local Planning Scheme No. 6 (LPS 6)

4.4.1 Zoning

The City of Melville Local Planning Scheme No. 6 sets out the zoning and land use permissibility for the City of Melville. An extract of the zoning map is provided in **Figure 16** below. As illustrated, Lot 15 Stock Road and Lots 13 & 14 Canning Highway are located within the ‘Centre C2’ zone. Lot 5 Canning Highway is within the ‘Mixed Use’ zone. All lots are prescribed an R-AC0 density coding, which defers development controls to the Melville District Activity Centre Plan. This plan and the development requirements are addressed later in this report. The proposal is consistent with the objectives of both the Centre – C2 and the Mixed Use zone as outlined in **Table 7**.

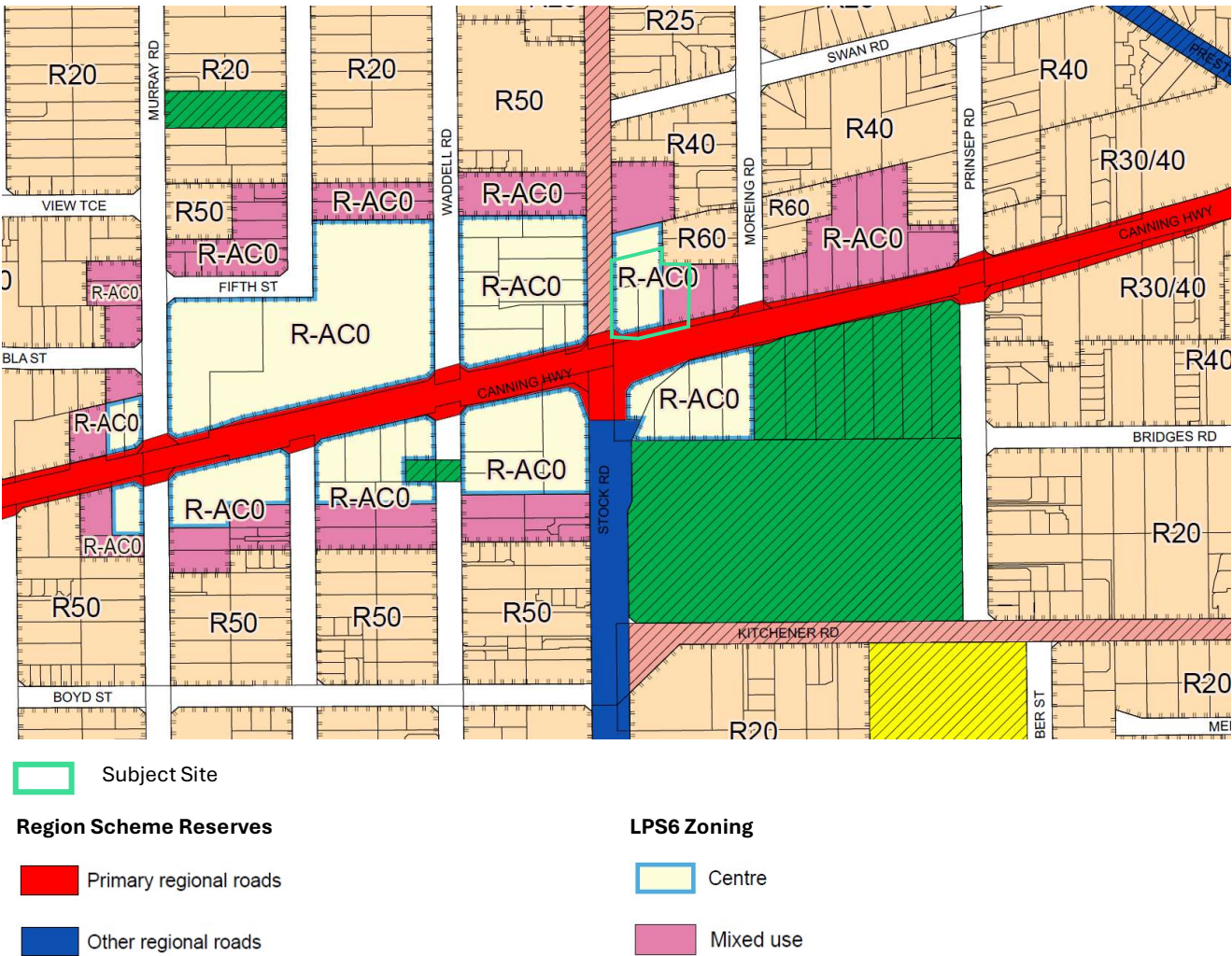


Figure 16 LPS6 Zoning of the subject site

Table 7 Zone Objective Compliance

Centre – C2 Zone Objective	Comment
<i>To designate land for future development as a city centre or activity centre.</i> <i>To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or with the Activity Centres State Planning Policy.</i> <i>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.</i> <i>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</i>	The development provides active retail uses across the majority of the ground floor and medical clinics on the first floor to form a buffer between the residential uses above. The mix of uses is compatible with the purpose of the activity centre and includes the provision of housing.
<i>C2 – District Centres subject to activity centre plans:</i> <i>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.</i> <i>To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.</i> <i>To ensure the design and landscaping of development provides a high standard of safety, convenience and amenity and contributes towards a sense of place and community.</i>	The development aligns with the objectives and standards of the Melville District Activity Centre Plan and provides active and residential uses to contribute to the function of the activity centre. The design and landscaping provide safety and convenience to residents and visitors.
Mixed Use Zone Objective	Comment
<i>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.</i> <i>To allow for the development of a mix of varied but compatible land uses such as housing, child care, and appropriate land uses which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.</i> <i>To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.</i> <i>To ensure the design and landscaping of development provides high standard of safety, convenience and amenity and contributes towards a sense of place and community.</i> <i>To provide for a compatible mix of commercial and residential uses which complement the adjacent activity centres and will contribute towards the development of a vibrant and attractive place to live and work.</i> <i>To ensure the nature, form and scale of any non-residential development is such as not to prejudice the commercial services provided for within the designated activity centres, recognising the strategic significance of such centres with reference to their accessibility and co-locational synergies.</i>	The portion of the development located within the Mixed Use zone uses the permissible land uses within that zone to provide first-floor medical suites as a buffer between the active commercial and retail uses on the ground floor and residential apartments on the upper levels. The building separation and tiered setbacks of balconies and apartments provide adequate distance between adjoining properties and limit the impacts of overshadowing and overlooking. Accordingly, the proposed development is not considered to have undue amenity impacts on adjoining neighbours. The proposed landscaping is considered to provide a high standard of amenity through deep soil and on structure planting arrangements. The uses proposed at the site do not prejudice the function of the activity centre or residential areas surrounding, rather contributing significantly to the intended future character and injecting desirable activity into the locality.

4.4.2 Land Use Permissibility

As the development encompasses multiple lots with two zonings, it will need to consider the land use permissibility of both the Mixed Use and Centre – C2 zones.

The land use permissibility has been outlined in Section 1.2 above, and in **Table 8** below.

Table 8 LPS6 Land Use permissibility

Land Use	Centre Zone Permissibility	Mixed Use Zone Permissibility
Dwellings	Use not listed (capable of approval)	Use not listed (capable of approval)
Consulting Rooms	P	D
Medical Centre	P	A
Restaurant/Café	P	Land use not situated on Lot 5
Shop	P	Land use not situated on Lot 5

All commercial and active uses including Shop and Café have been contained on Lot 13 & 14. Whilst car parking associated with the retail uses is situated on Lot 5, the parking is shared between all commercial uses and cannot be assigned a certain land use permissibility. This has been confirmed through pre-lodgement discussions between the proponent and the City and confirmed via legal advice.

The first floor medical suites and upper level residential uses are capable of approval on Lot 5.

Justification for Discretionary Land Uses

All land uses within the proposed development are commensurate with those expected within a district activity centre. The medical services proposed are highly appropriate within this location, providing an important service to both the local and district catchment. As outlined above, these uses are consistent with the objectives of the Mixed Use zone.

Similarly, residential land uses are a core facet of vibrant activity centres, and the provision of residential uses is consistent with the objectives of the Centre zone, the Mixed Use zone and the activity centre plan.

4.4.3 Development Requirements

The scheme text does not contain any development standards.

Development requirements for the subject site are set out in the Melville District Activity Centre Plan. The proposed development has been assessed against the relevant policy requirements in Section 4.5.1 below.

4.5 Structure Plan

4.5.1 Melville District Activity Centre Plan

The Melville District Activity Centre Plan identifies the Melville District Centre as one of six strategically important 'District Centres' in the City that are the focus for population growth and redevelopment.

The objectives for the Melville District Centre are to:

1. *Facilitate a more sustainable urban form and environmentally sustainable development*
2. *Improve the 'look and feel' of the activity centre*
3. *Promote high quality, larger-scaled development along a key public transport route*
4. *Limit building heights in the Mixed Use and Residential zones to provide a measured transition from taller building heights in the core of the centre to surrounding residential areas*
5. *Allow intensive redevelopment of sites within the specified built form controls*
6. *Encourage walking, cycling and public transport use*
7. *Develop a new 'main street' environment over time along Waddell Road north of Canning Highway*
8. *Better connect and integrate the major land uses in the centre*
9. *Facilitate local employment and business opportunities*
10. *Provide certainty to encourage investment.*

The proposed development fulfills the objectives of the Activity Centre Plan and contributes to the desired built form and function of the activity centre, especially noting its prominent position on the corner of Canning Highway and Stock Road. An assessment against the relevant development requirements is provided in **Table 9** below.

Table 9 Melville District Activity Centre Plan Development Requirements

Requirement	Compliance
Building Height	
4.5.1 The maximum permitted building heights as measured in storeys shall be in accordance with Map 2 – Melville District Activity Centre Plan Building Heights and Part One of this plan. 4.5.2 Building heights shall be measured in storeys. Note: Mezzanine levels or lofts are considered to constitute storeys in this plan.	Discretion to be exercised The maximum building height prescribed by Map 2 is five storeys over Lot 13, 14 and 5, and four on Lot 15. Part One of the Plan enables one additional storey to be included on developments situated on the corner of two gazetted roads, and a maximum of two potential additional storeys to be considered conditionally. The development proposes a total height of seven storeys. The height is compliant in parts of the site and exceeds the allowable standard in other parts of the site. The rationale for the proposed height is set out in Section 6 of this report.



Figure 17 MDACP Map 2 - Building Heights

Facades and Frontages	
4.5.5 Development is to be of a high quality and all facades and frontages shall be designed and finished with high quality materials and finishes.	Compliant. The development’s façade includes articulation with a vertical emphasis to help break up the building bulk, and features elements

4.5.6 <i>Building facades (including car park structures above ground level) shall be articulated, coloured and detailed to contribute positively to the appearance of local streetscapes and adjoining properties.</i>	such as on-structure, draped planting, vertical batting, and a contemporary blend of materials and textures. The ground floor windows are proposed to be permeable along the shop windows, with screening for privacy in the medical and residential lobbies.
4.5.7 <i>Building facades and frontages should highlight a vertical emphasis wherever possible to help break up the appearance of buildings. This can be achieved through the shape and placement of windows and openings and the innovative use of building materials, colours and textures.</i>	
4.5.8 <i>Features elements are strongly encouraged on building facades, including (but not limited to) variations to colours and building materials, coloured or textured banding, banding, recesses, ornamental details, gables, verandahs, balconies, pillars, awnings, canopies and bay windows.</i>	
4.5.9 <i>Extensive blank walls, blank facades, reflective, heavily-tinted or featureless glazing facing streets or public spaces are not permitted. Windows at ground floor level shall remain permeable at all times.</i>	
4.5.10 <i>Awnings shall be provided on non-residential buildings to provide shade and weather protection for pedestrians. The minimum depth of an awning is to be 2.5m. Where this is not possible due to the width of the verge or any other factor the awning is to be practical for weather protection. New awnings should be designed and sited to integrate with those of adjoining buildings and structure to provide continuous cover.</i>	Compliant. The roof overhang functions as an awning and provides weather protection for pedestrians within the street setback area.
4.5.11 <i>Car parking (except on-street parking) and service areas are to be concealed from view from public spaces through sleeved development, landscaping, or high quality screening.</i>	Compliant. The car park is located at the rear of the development, concealed from the street view on Canning Highway.
4.5.12 <i>Development is to be constructed in such a manner as to ameliorate noise and vibration from the urban environment. The City may require an acoustic assessment report detailing the likely noise effects of the development on its surroundings and/or external noise impacts on future residential dwellings.</i>	Compliant. The design has carefully situated residential uses away from the more intense commercial uses at ground level. An acoustic report has been prepared and included as Appendix I.
Vehicle Access	
4.5.13 <i>Large development applications shall be accompanied by a suitable Transport Plan that addresses: vehicle access to/from and around the site, promotion of public transport, walking and cycling access and freight deliveries/servicing.</i>	Compliant. A Traffic Impact Assessment has been prepared to address the relevant items and is included as Appendix G.
4.5.14 <i>Vehicular access should be from a secondary street or right of way rather than the Canning Highway frontage wherever practical. Direct access on to Canning Highway will not be approved unless appropriate justification can be provided to the satisfaction of the responsible authority.</i>	Compliant. Vehicle access to the ground floor and basement car park is proposed from both Stock Road and Canning Highway. To ensure suitable space for manoeuvring of service vehicles and for suitable traffic flow through the site, access from and to Canning Highway is provided at

4.5.15 <i>Vehicle parking areas should be provided to allow for coordinated access to/from other adjoining lots and encourage safe pedestrian movement around the centre.</i>	the far eastern edge of the site. This arrangement ensures the access/egress point is located as far from the Canning Highway/Stock Road intersection as possible, providing a left-in, left-out configuration only. The proposal consolidates the total number of crossovers from the four lots into two access points.
Car Parking 4.5.16 <i>Car parking shall be in accordance with the Residential Design Codes and/or the relevant local planning policy.</i>	Compliant. A detailed parking assessment is provided below. The residential car parking requirement is achieved. For the commercial and retail component, a sufficient number of bays are provided. Visitor parking for the residential component will be shared with the commercial and retail bays. In this arrangement, 80 bays are provided, a negligible variation to the 81 bays required under LPP 1.6.
Private Space for All Residential Development 4.5.17 <i>A private terrace, balcony or courtyard that is connected to an internal living space such as a lounge room or dining room is to be provided at a minimum of 15 square metres per dwelling.</i>	Compliant. The minimum private open space provided for a dwelling is not less than 20m².

Table 10. Centre C2 Residential Development Requirements

Requirement	Compliance
Centre C2 – Residential Development Requirements	
4.5.18 <i>Residential dwellings are not permitted on ground floors facing gazetted public roads in order to provide for commercial land uses on ground floors fronting streets.</i>	Compliant. Development provides commercial land uses on the street front. All residential uses are located on the second floor or higher.
4.5.19 <i>Residential development is to be in accordance with the Residential Design Codes, with the exception of the following:</i> a. <i>Building heights are as per clauses 4.5.1, 4.5.2, 4.5.25, 4.5.26 and 4.5.27</i> b. <i>The minimum required building height is two storeys in order to provide the necessary scale of development in the core of an activity centre</i> c. <i>There is no maximum plot ratio in the Centre C2 zone</i> d. <i>Street setbacks – nil setbacks are permitted, (with an exception for development above three storeys on Waddell Road).</i> e. <i>Lot Boundary Setbacks – nil setbacks to adjoining properties are permitted as per clause 4.5.20. Otherwise boundary setbacks are as per the Residential Design Codes.</i> f. <i>Open Space is as per clause 4.5.21 and 4.5.22</i> g. <i>Outdoor Living Areas are as per clause 4.5.17</i>	An assessment against the R-Codes is provided in Appendix D.

Centre C2 – Non-Residential Development Requirements	
4.5.20 <i>Non-residential development is to be in accordance with Part One of this plan, Local Planning Policy 2.1 – Non-Residential Development (as amended) and the following provisions:</i> a. <i>Building heights are as per clauses 4.5.1, 4.5.2, 4.5.25, 4.5.26, and 4.5.27</i> b. <i>The minimum required building height is two storeys in order to provide the necessary scale of development in the core of an activity centre.</i> c. <i>Floor to floor heights for ground floor commercial tenancies shall be a minimum of 4 metres to facilitate changes of land use over time.</i> d. <i>Street setbacks should be minimal or zero unless the setback area is used for pedestrian-focussed activities including, but not limited to: wider footpaths; alfresco areas, street trading activities and/or public piazzas.</i> e. <i>N/A</i> f. <i>N/A</i> g. <i>N/A</i> h. <i>Nil setbacks to adjoining properties in other zones are permitted for the first storey. Any levels above one storey are to be setback:</i> i. <i>a minimum of 2 metres to any boundary apart from the northern boundary of an adjoining lot; or</i> ii. <i>a minimum of 4 metres from a northern boundary of an adjoining lot to help mitigate the building bulk and possible overshadowing of the adjoining lot.</i> i. <i>Notwithstanding the above, nil setbacks up to three storeys to adjoining properties in the Mixed Use zone are permitted if an adjoining lot has an existing or simultaneously constructed wall of equal or greater proportions (refer to clause 4.5.29 c). If this clause applies, any levels above three storeys (if permitted by Map 2) are to be setback a minimum of 2 metres.</i>	Generally complies: a. Building heights assessed above. b. Proposal achieves minimum required two storeys with height focused at the street corner. c. Ground floor is 5.2m floor-to-floor; 1st floor is 4.0m (complies). d. Nil setbacks proposed after widening. e. N/A f. N/A g. N/A h. Variation proposed – two storey boundary wall for a portion of the eastern boundary. Setbacks above the second storey comply. i. N/A
Centre C2 – Open Space and Landscaping	
4.5.21 <i>An area equivalent to 10% of the site area is to be provided as high quality landscaping, either on the subject site or off-site if approved by the City. Soft landscaping and retention of existing mature trees or planting of new trees is strongly encouraged.</i> <i>Landscaped roof and/or wall areas may be considered as landscaping provided that they are of a high quality and easily accessible (roof) and/or visible from public spaces (walls).</i> 4.5.22 <i>Landscaping is to accord with a landscaping plan which has been approved by the responsible authority.</i>	Complies. Under this requirement, the area of landscaping is to be 429m². The development proposes 217m² of deep soil area and also proposes 667m² of on-structure planting. The area of planting on structure is equivalent to twice the area of the shortfall in deep soil area provision and is provided in easily accessible areas including the public open space on the podium terrace, and along the edges of private apartment terraces. Landscaping is provided across the site area, including roof and wall areas, and new trees are proposed. The landscaping plan is provided in Appendix F.
Centre C2 Zone – Potential Additional Building Height	

4.5.25 <i>If additional building height is proposed in the Centre C2 zone above that specified in Map 2 – Melville District Activity Centre Plan Building Heights, the applicant shall provide community benefit in proportion to the additional development being proposed by delivering one or more of the following:</i> a. <i>The creation of a public right of way across a site to improve connectivity for vehicles and/or pedestrians (particularly east to west connectivity);</i> b. <i>Upgrades to streetscapes, street trees or landscaping on public land;</i> c. <i>Upgrades to footpaths, other pedestrian-related infrastructure, cycle paths or other cycling-related infrastructure within the vicinity;</i> d. <i>New or improved high quality, permanent public spaces;</i> e. <i>The provision and ongoing maintenance of public facilities such as toilets, showers or sheltered bicycle storage;</i> f. <i>Exemplary environmental design or sustainability outcomes; or</i> g. <i>Any other community benefit contribution that furthers the objectives of this plan in the opinion of the City of Melville.</i> 4.5.26 <i>The maximum additional building height permitted under clause 4.5.25 is two storeys.</i>	Achieved The first level terrace is proposed as a publicly accessible space during business hours. It includes amenities such as a café and playground and is considered to offer a high quality public amenity consistent with the requirements of the Activity Centre Plan. A detailed comment on this is provided in Section 6.0 – Key Considerations.
4.5.27 <i>Buildings situated on the corner of two gazetted roads in the Centre C2 zone may exceed the building height limit specified on Map 2 – Melville District Activity Centre Plan Building Heights and clause 4.5.25 by one additional storey by providing an architectural design element designed to highlight the street corner. The corner element may extend up to 10 metres along the street facade from the corner of the building.</i>	Discretion required The site is at the corner of two gazetted roads, but the top floor is larger than specified under this clause. A design approach of recessing the upper floor has been proposed instead. Further comment on this is provided in Section 6.0 – Key Considerations.
Note: Lot 5 is zoned Mixed Use which is subject to different standards. The assessment above considers the mixed use and residential interface to the east. All other standards match the Centre C2 requirements and there is nothing further in the Mixed Use requirements that requires further assessment.	

As is identified above, the proposal is largely consistent with the requirements of the Activity Centre Plan. The proposed height is discussed further in Section 6 of this report.

4.6 Local Planning Policies

4.6.1 Local Planning Policy 1.6 – Car Parking and Access

LPP 1.6 provides the minimum car parking requirements which are assessed in **Table 11** below.

Table 11 Car Parking Assessment

R-Codes Volume 2 – Car Parking	No. of Dwellings	Bays Required	Proposed	Surplus / Shortfall
Residents (Basement car park)				
1 bay per two-bedroom dwelling or greater	32	32	64 bays	32 bay surplus
Visitors				
1 bay per four dwellings for the first 12 dwellings	32	6	Shared with commercial	
1 bay per eight dwellings for the 13 th dwelling and above				
Local Planning Policy 1.6 Car Parking and Access	NLA (m ²)	Bays Required	Proposed	Surplus/Shortfall
Commercial				
Shop: 1 bay per 20 m ² NLA Supermarket tenancy (BOH not included)	1011m ²	50	80 car parking bays total	6 bay surplus for commercial; no surplus or shortfall when visitor parking is included.
Shop: 1 bay per 20 m ² NLA 3 commercial tenancies	249m ²	13		
Café: 1 bay per 10m ² PFA, plus 0.5 bay per staff member	25m ² PFA; 2 staff	4		
Consulting rooms: 3 bays per health consultant plus 0.5 bays per staff member	9 consultants + 10 staff	32		
Reductions				
Activity Centre location / shared parking	25%	-25 bays		
Total		74		

LPP1.6 also deals with a range of other matters including ramp gradients, sightlines and parking management. These matters are reviewed and discussed in the accompanying transport impact statement (**Appendix G**).

4.6.2 Local Planning Policy 1.10 – Amenity

The City of Melville's Local Planning Policy 1.10 – Amenity outlines the assessment of amenity impacts for residential, commercial, and mixed use developments within the City of Melville.

Clause 2.2 defines some of the relevant considerations the City may include in an assessment of amenity surrounding a proposed development. The key considerations include:

- Access to light
- Provision of vegetation
- Impact on streetscape
- Quality of built form

Table 12 below briefly assesses the proposed development against the standards outlined in LPP1.10.

Table 12 LPP 1.10 Development Standards

Development Standard	Compliance
1. <i>The City may require an Amenity Impact Statement to be submitted where it is considered that the proposal has potential to result in significant impacts upon the amenity of an adjoining property or the surrounding locality.</i>	The development is largely in line with the requirements of the Activity Centre Plan and the R-Codes. Justification for the proposed building height is included in Section 5 of this report.
2. <i>The City may have regard to any factor relevant to the amenity of an adjoining property and/or the surrounding locality and the impact of the proposed development including but not limited to:</i> ○ <i>Access to daylight and ventilation to major openings</i> ○ <i>Access to direct sunlight and ventilation to outdoor living areas.</i> ○ <i>The sense of confinement resulting from cumulative building bulk</i> ○ <i>The location of existing trees and vegetation</i> ○ <i>Access to views of significance</i> ○ <i>The difference in ground levels between adjoining sites</i> ○ <i>Articulation of elevations in terms of varied setbacks, design features, building materials and treatments</i> ○ <i>Impact upon the existing streetscape</i> ○ <i>Degree to which the development reflects the scale of the existing built form within the streetscape</i> ○ <i>The amount of open space around buildings</i> ○ <i>The design and external appearance including exterior cladding of any new building or addition and its effect on the amenity of existing buildings and the area generally</i> ○ <i>Any other site specific characteristics on the adjoining properties or within the surrounding area</i> ○ <i>The future likely land uses and development that the planning frameworks applicable permit and/or encourage, and</i> ○ <i>Any other relevant aspects of the character of the adjoining property and/or the surrounding area (as the case may be) that may be affected by the proposed development.</i>	The development provides suitable access to daylight for 75% of apartments, considers the impact of building bulk and capitalises on significant views. Ventilated corridors on each apartment level are provided with access to sunlight. Green elements and landscaping are provided throughout While the existing trees are proposed to be removed, none are considered significant and 30 small trees and 5 medium trees are included in the landscaping plan. The landscaping will be integrated into the ground floor open space, the first floor roof terrace and throughout the upper floors through on-structure planting. There is no notable difference in ground levels between adjoining sites. The design and external architectural elements select contemporary building materials with a natural palette inspired by the commercial and residential character of the surrounding area. The City's design review panel has considered this development at two panel meetings and the feedback has been incorporated into the final design.
3. <i>Where a proposal is considered to have the potential to result in a significant adverse impact upon the adjoining properties or locality, the City may refer the application and amenity impact statement to the City's Design Review Panel for consideration.</i> a. <i>The consideration of the application by the City's Design Review Group will be undertaken in accordance with the City's Design Review policy</i>	Addressed The development has been considered by the City's design review panel on 15 April and 2 September 2026.

4.6.3 Local Planning Policy 2.1 – Non-Residential Development

The Melville District Activity Centre Plans includes a requirement for non-residential development in the Centre C2 zone to be in accordance with local Planning Policy 2.1 – Non-Residential Development. LPP 2.1 provides guidance on the development standards applicable to all non-residential development and to the non-residential component of any mixed-use development proposal.

The proposed development has been assessed against the relevant policy standards in **Table 13** below.

Table 13 LPP 2.1 Development Standards

Development Standard	Compliance
1.1 Development should: a) Be orientated towards the primary street frontage. b) Exhibit high levels of architectural articulation through the use of varied architectural planes, effective fenestration, architectural detailing, external materials, and a varied colour palette. c) In the interests of street level activation, mixed use development should be designed and laid out with non-residential uses at the ground floor level.	Compliant. As a corner site, the development has been designed to address primarily Canning Highway while considering the Stock Road elevation. Architectural elements including battens, windows, planters, and external materials have been used for articulation throughout the building. Non-residential uses are located on the ground floor.
2.1 Development on corner sites should be designed to accentuate the corner and face all streets that flank it. 2.2 Developments on corner sites should be designed to ensure good visibility for both pedestrians and vehicles.	Compliant. The development address Stock Road and Canning Highway and is suitably positioned to function well as a corner site, maintaining good pedestrian and vehicle visibility.
3.1 Shop and Showroom uses are to have areas set aside for shopfront displays or windows which have a view across the sales floor area. The installation of shop fittings and fixtures on the inside of shopfront windows will not be supported. 3.2 Windows at ground floor level should remain visually permeable at all times.	Compliant. Windows at the ground floor commercial uses are visually permeable, allowing a view into the shop use of the supermarket tenancy.
5.1 Retail, food and beverage and other commercial uses which promote interaction and deliver vitality within the streetscape, are encouraged to be located on the ground floor level.	Variation proposed A small café is proposed at the upper floor. It is considered this is appropriate to activate the publicly accessible landscape terrace. With Canning Highway and Stock Road being noise generating roads, it is appropriate that the café is situated at an upper level to maximise the amenity for customers.
6.1 LPS6 requires the approval of a landscaping plan for all non-residential developments proposed across the City of Melville. 6.2 Part 4 of LPS6 prescribes non-residential landscaping requirements. Where a development comprises mixed use development, the LPS6 landscaping requirement is to be calculated based upon the proportion of the development which is for non-residential purposes only. The landscaping associated with the residential portion of the development is to be assessed as per the R-Codes.	Compliant. A landscaping plan has been prepared and addresses the requirement. The plan is included as Appendix F.

4.6.4 Local Planning Policy 1.4 - Provision of Public Art in Development Proposals

Local Planning Policy 1.4 – Provision of Public Art (LPP1.4) outlines the requirement for public art provision for certain developments, defines public art, and guides installation requirements in order to provide art that contributes to the identity of the place and create opportunities for artists, businesses, and manufacturers.

A space for public artwork has been indicatively proposed at the street front, along Canning Highway, near the entrance to the supermarket tenancy. Details of artwork will be considered through future stages of the project.



Figure 18 Indicative public artwork location

4.6.5 Local Planning Policy 1.5 - Energy Efficiency in Building Design

LPP 1.5 aims to guide and encourage the incorporation of environmentally sustainable and energy efficient design principles as standard practice in the development of buildings, applying to all development within the City of Melville.

Table 14 LPP 1.5 Energy Efficiency in Building Design

Development Requirement	Compliance
1. Building Orientation/Passive Solar Design <i>Buildings are to be orientated on site to ensure outdoor living areas and openings to indoor living areas face to the north. A northern orientation will ensure benefits of natural solar heating and daylight are maximized in cooler months. Conversely, negative aspects of heat gain during warmer months can be minimized.</i> <i>The Council may have regard to the inclusion of features in a building design to optimize elements of passive solar design or to compensate for their omission. Relevant design features include the following:</i> <i>Building orientation so as to maximise heat gain through north facing walls and windows, whilst minimising walls and windows facing west.</i> <i>Building layout and window placement to maximise solar access/northern orientation to living areas.</i> <i>Extended eaves or other such features such as patios or pergolas located appropriately near north facing windows of habitable and living rooms to minimise excessive heat gain in summer months.</i>	Compliant. The design uses building layout and architectural features over balconies and major openings to maximise heat gain in winter and minimise it during the summer months. Due to the site orientation, northern sunlight cannot be provided to all apartments as it is important to provide surveillance of the street and offer views of the public parkland to the south. A balanced approach is proposed.

- Use of concrete slab floor and full ceiling and wall insulation help to stabilise internal temperatures minimising heat gain in hot months and heat loss in colder months.
- Other features such as verandahs, solar pergolas, sky lights, double glazed windows, awnings, double brick construction and weather stripping may also be used to optimise elements of passive solar design.

2. Solar Access

In conjunction with the provisions of the Residential Design Codes, the City shall have regard to location or roof pitch of a development where solar access to buildings and courtyards on an adjoining lot are threatened. Particular regard will be had to the protection of solar access in strata lot development. In such cases, impact of overshadowing may be greater and more concentrated when considering the location of courtyard areas, living room windows and solar electricity and hot water systems.

Compliant.

The development responds to the R-Code provisions for solar access, both for residents and neighbours.

The impact of overshadowing is minimised, with most of the shadow cast falling on Canning Highway.

3. Landscaping – Climate Control, Waterwise Gardens and the Retention of Trees

Landscaping plans required for all development shall incorporate principles of waterwise design and optimize elements of passive solar design and climate control. In terms of climate control and passive solar design, landscaping plans are to have regard to the following principles:

- *Evergreen plants on the east and west side of a building to block undesirable solar radiation.*
- *Deciduous plants located on the north side of a building to block undesirable solar radiation in summer whilst ensuring its provision in winter.*
- *Densely planted shrubs on the eastern and north western sides of a building to block hot easterly winds in summer and cold north westerly winds in winter.*

Landscaping plans are required to demonstrate the use of waterwise plants (as defined by the Water Corporation of Western Australia) and the incorporation of waterwise irrigation (trickle drippers and/or sub mulch irrigation with automated controllers and rain sensors).

Wherever possible and practical, significant individual trees should be preserved on private lots. Trees add value to property and contribute significantly to the amenity of the locality, providing shade, shelter from wind, habitat for wildlife and filter for air pollution and traffic noise.

Compliant.

The landscaping design considers the factors and species affecting water consumption and includes hardy native plants to respond to these requirements.

4. Building Infrastructure Initiatives

The Building Code of Australia incorporates energy efficiency provisions for the design and construction of new buildings and additions and alterations to existing buildings.

Notwithstanding the requirements of the Building Code of Australia, new buildings and substantial alterations and additions to existing buildings are encouraged to incorporate the following features:

- *Plumbed rainwater tanks*
- *Greywater systems*

Compliant.

Building construction and engineering considers the standards of energy efficient design and incorporates a number of features throughout the development, including but not limited to fixtures, fittings, and appliances, and material selection. It also provides solar photovoltaic energy systems on the rooftop of the development, integrating with the design of the building and screening the panels from view.

- *Solar water heaters*
- *Photovoltaic energy systems*
- *Insulation*
- *Roofing*
- *Fixtures, fittings, and appliances*



5.0

Design Review

5.0 Design Review

The proposed development was subject to a Design Review Panel (DRP) at the City of Melville on 2nd September 2026.

DRP feedback and recommendations are detailed below together with a response describing how the comments have been considered in the DA plans. It is considered all key comments made by the DRP have been addressed, as outlined in **Table 15** below.

Table 15 Design Review Panel Comments & Applicant Responses

Design Review Panel Comments	Applicant Response
Principle 1 – Context and Character	
Strengths a) Contextual information has been provided, including levels and adjacent development interfaces. b) The building responds well to the street and the street corner and contributes to the mix of uses in the centre. c) Parking is generally located away from the street interface. Areas for Improvement a) Pay further attention to materials, particularly for visually dominant areas such as the ground floor, podium level, and solid balustrading, that can help contribute to a local sense of place. Recommendations 1. Further refine the material palette to better contribute to a local sense of place.	• The materiality of the colonnade has been revised to show neutral brickwork and the arch reveals detailed with a metallic trim. This material palette replaces the previously proposed sand-washed concrete render for the colonnade. Additionally, the revised material palette references the projects immediate context and predominant built fabric. • A darker wall finish is proposed to the podium apartment level to create a sense of depth and visual recession along the streetscape façade. • The material palette has been further refined by introducing additional texture to the recessed balcony façades, breaking up the rendered finish and adding visual interest to the elevations.
Principle 2 – Landscape Quality	
Strengths a) A detailed concept plan has been prepared by a landscape professional. b) There is a generosity of landscape that appear to exceed the R-Codes metrics for quantity of landscape. c) The podium level landscape is a well-resolved landscape space. d) The use of mounding to achieve soil depth is good. e) The landscape palette is diverse, native-focussed, and generally supported. f) The planter widths are generally appropriate for accommodating maintenance reach. g) The split-level communal garden is positive and an inventive way of providing resident access Areas for Improvement h) The extent of ‘compliant’ DSA is unclear and should be distinguished in the calculations from ‘not quite compliant’ DSA. i) Whilst it may be challenging to achieve the required large tree under the RCode metrics, further justification of the proposed tree provision would assist in the planning assessment process. j) Introduce more endemic species into the tree palette. k) Introduce more shade to the seating and play areas on the podium. l) There may be some capacity to fine tune the basement layout to increase the deep soil areas for the trees near the ramp. Recommendations	• DSA calculations have been revised to be fully compliant. • Tree locations have been maximised to fit within the site planning parameters provided. • Updated tree/plant palette with additional endemic species has been included in the revised DA package. • Introduction of more shade and seating – refer to the updated DA package. • The DSA has been fine-tuned, and maximised adjacent to the ramp as per the revised DA package.

1. Review the DSA areas to distinguish between those areas that are consistent with the R-Code metrics and those that are not.
2. Strengthen the justification for the tree mix proposed.
3. Introduce more endemic species into the tree palette.
4. Introduce more shade to the seating and play areas on the podium.
5. Consider whether there are opportunities to fine tune the basement layout to increase deep soil areas.

Principle 3 – Built Form and Scale

Strengths

- a) The built form is appropriate for the use in a prominent corner in an activity centre, and similar to the height proposed/approved to the south across Canning Highway.
- b) The built form is well articulated and has a clear sculptural quality.
- c) The placement of the building to the primary street is logical.
- d) The three main uses are expressed in the built form and architecture.
- e) The setbacks to the rear are generous.
- f) The allowance for service vehicles to manoeuvre through the site is logical.
- g) Cross sections have been provided.
- h) The 'carburettor' treatment of level 1 works well in providing a strong 'podium' element.
- i) The treatment of the SW corner successfully turns the street corner.
- j) There is some progressional setback on the eastern interface.
- k) Early discussions with MRWA on canopy incursions and the treatment of the verge in the road-widening area is positive.
- l) The additional storey is supported in principle but needs to be justified with commensurate benefit elsewhere in the design. Note; the eastern end of the building is at the limit of acceptability – any further height increase is unlikely to be supported.

Areas for Improvement

- m) Whilst the arches are supported, more justification should be provided in the design narrative, preferably with reference to local precedents.
- n) Information on the eastern interface of the tower component remains limited – provide sections through the eastern interface showing the worst and best cases and use 3D imagery (white card is fine) to explain the interface with more clarity

Recommendations

1. Include more explanation of the arches in the design narrative.
2. Further explain the eastern interface of the tower component.

Principle 4 – Functionality and build quality

Strengths

- a) The building appears generally functional and fit for purpose.
- b) The site planning and allowance for service vehicles to manoeuvre through the site is logical.
- c) The mix of uses is complementary and entries for each use are separated
- d) The car parking is functional.
- e) Apartment layouts are generous, well planned and functional.
- f) AC placement is discrete and benign and does not impact occupant amenity.
- g) The use of lifts rather than travelators is positive.
- h) The residential bin store is accessible from the lobby.
- i) Swept path information has been provided for trucks, and other movements have been reviewed by an engineer.
- j) Fire infrastructure and other major service elements have been considered

Areas for improvement

- The ground floor level has a strong interface with the street and by using the archways it creates a more pedestrian scale plus assists in breaking down the scale of the ground floor mass and podium level. The brickwork and internal shrouds also provide depth and articulation across the bottom section of the building façade. Through the archways reveal a secondary material palette, a mix of glazing and timber cladding, providing a sense of interest and movement across the ground plane.
- Refer to the submitted renders and additional sections for detailed information on the eastern interface, including building setbacks and the visual relationship to the adjoining residential properties.

- A welcoming arched entryway has been introduced to strengthen the café's presence at the podium level and provide opportunities for signage and wayfinding to the upper deck. Consideration has been given to extending the trading floor to the ground floor but impacts the available leasable areas proposed to shops 1-3.
- The current parking layout has been retained due to site constraints, with accessible parking provided in accordance with the relevant requirements.
- An additional shuttle is no longer required, as the spiral staircase has been designed to meet both functional and aesthetic objectives while integrating seamlessly with the proposed podium landscape.
- Refer to the floor plans and individual room type plans for details regarding the residential apartment areas.
- Feature screening to the loading area has been reduced to accommodate the required truck swept path, providing

k) Whilst the podium deck café is strongly supported, its viability is a concern. This could be improved by giving the café a ground floor presence – in effect, a two storey tenancy incorporating the connecting stair. l) Access from the residential levels to the podium is convoluted for less mobile residents – consider including a small shuttle lift between levels 1 and 2 to complement the stairs. m) Given the medical use, consider including an additional disabled bay or introducing some wider bays (within the constraints of the structure). n) Include room areas in addition to the key dimensions provided, for each apartment types. o) The clearance for the truck in the loading area looks tight. Recommendations 1. Consider extending the café to the ground floor to increase its presence. 2. Review the potential to increase the number of disabled or wider bays given the medical use proposed. 3. Consider including a small shuttle lift between levels 1 and 2 to complement the stairs. 4. Include the areas of the residential room. 5. Review the potential to provide more clearance for trucks in the loading area.	sufficient clearance for vehicle entry, exit, and turning movements.
Principle 5 - Sustainability Strengths a) A reasonable level of natural cross-ventilation is available to the apartments. b) Solely south-facing apartments are limited (noting that addressing the street should take priority over solar orientation). c) A sustainability report has been prepared and expresses an intent beyond mere NCC compliance. d) A range of sustainability initiatives have been identified. e) Large areas of glazing are well shaded. f) Some PV has been shown on the roof. g) The reference to an all-electric development is good. h) Provision has been made for bikes, EoT facilities and EV charging. i) The intent for achieving 7.5 NatHERS rating is good (although this should be considered as a minimum for each apartment rather than average). Areas for Improvement j) Given that additional height is being sought and an enhanced sustainability offering is identified as community benefit, a more compelling sustainability narrative is warranted – mere compliance is not enough. k) Where possible, provide commitments rather than targets/aspirations. l) Whilst the EV chargers to the commercial parking is good, it is the EV charging infrastructure to the residential parking that will deliver the long-term benefit. m) The two most significant areas for sustainability improvements are PV and reductions in embodied carbon. n) Increase the PV provision to at least 1.5kW per apartment, but with a goal of 3kW per apartment if roof space permits. o) Investigate further low-carbon initiatives such as LCC, and the use of recycled content in asphalt, paving, etc. p) Consider committing to 4-star GreenStar certification to demonstrate a strong commitment to sustainability, noting that sustainability is a pathway to the support of additional height. Recommendations	• Wording has been revised in this report to help differentiate commitments from aspirational targets/considerations. • Whilst the project is not currently seeking Green Star certification, the project remains committed to incorporating practical and commercially appropriate sustainability initiatives throughout the development which exceed minimum requirements, including measures relating to energy efficiency, water use, material selection, and occupant amenity. • Provision for EV charging systems to 100% of residential carparks has been included. Providing easy access to EV charging connectivity should residents require this infrastructure immediately, or in future. • Commitment to minimum NatHERS 6.5-star rating and an average of 7.5-star across the development. This is 0.5-star above the NCC requirements for average and will generally achieve 1.5-star above the NCC requirements for minimum level. • PV and upfront carbon initiatives have been developed further, including commitment to 10% upfront embodied carbon reduction across a variety of build materials. Noting low-carbon concrete has now set targets of 30-40% cement replacement for all concrete uses. Reinforcing steel with high recycled content including Environmental Product Declarations (EPDs) from suppliers. • Increased PV commitments, increasing minimum provision to 48kW (previously 25kW), with an aspirational target of 80kW where roof space permits (i.e. solar PV to be maximised as far as possible, with the below preliminary layout indicating ~80kW could be achieved, subject to further roof infrastructure spatial design occurring). Refer to sustainability reporting for further sustainability initiatives.

1. Continue to refine the sustainability strategy with commitments (or targets where it is too early for commitments). 2. Consider committing to 4-star GreenStar certification to demonstrate a strong commitment to sustainability.	
Principle 6 - Amenity Strengths a) The first-floor garden is a very generous gesture for building occupants. b) The apartments and balconies are generously sized. c) Solar access is generally good and very good for the garden terrace. d) There is continuity of shade and shelter to pedestrians on the streets and the northern car park (depth of canopies to be confirmed). e) Resident car parking is secure and undercover. f) Common circulation areas on the apartment levels have access to light and ventilation, and outlook. g) All habitable rooms to the apartments also have access to light and ventilation, and outlook. h) Acoustics have been considered and the use of double glazing is commendable. i) The relationship between the northern tenancies and the car park has improved. j) There is continuity of cover to pedestrian routes. k) There are no overshadowing concerns. l) The rooftop café is a commendable inclusion – hopefully it will be viable. Areas for Improvement m) Bike parking on CH is very exposed. Consider integrating with landscaping rather than being standalone against the kerb. n) Review the configuration of the bedroom and en-suite in the SW an SE apartments to enable a north-facing opening. o) Carefully consider the interface between the café and the amenity area to ensure some privacy to residents from café patrons. p) Whilst the ‘carburettor’ podium screening is supported in principle, it should be reviewed in more detail to ensure that the screening does not unduly impact the capacity for occupants to have a reasonable outlook. q) Given that the eastern neighbour has significant development capacity, consider privacy implications if the site is developed to multiple storeys (the argument that it is only a roof that is being overlooked no longer holds). Recommendations 1. Review the southern bike parking location. 2. Explore the capacity to achieve a north-facing opening to the SW an SE apartments. 3. Review the interface between the café and the amenity space. 4. Review the detailed design of the podium level ‘carburettor’ screening. 5. Consider privacy implications if the site is developed to multiple storeys.	• Bicycle parking on the Canning Highway frontage has been relocated beneath the canopy and positioned closer to the main entry to improve accessibility and convenience. • North facing major openings to the SW and SE apartments have been explored, however, orientating the spaces towards the balconies provides a stronger outlook and better connection between the internal and external spaces. • The cafe directly interacts with the proposed amenity area providing an active connection and appropriate spill-out area used by a mix of patrons across the commercial, residential and retail zones. Shelter is provided to support comfortable use of the space all-year round. • Re-design of the carburettor screening has been explored. A series of indentations and manipulation of the bronze blades has been successful in creating a strong sense of movement through the façade. This helps link the proposed built form to its local context and contributes to the buildings sense of place. • Vertical privacy screening has been introduced to the south-east facing apartment to enhance privacy and provide a suitable interface with potential future multi-storey development on the adjoining site.
Principle 7 – Legibility Strengths a) The main entries to the three main uses are distinct and all directly accessible from the street. b) The vehicle circulation provides choice of access and egress. c) The apartment floor plate lends itself to a clear circulation pattern. d) The relationship of the minor tenancies to the northern footpath is strong. Areas for Improvement	• Feature public art has been relocated to create a clean, unobstructive and welcoming entry point.

e) The residential entry and lobby is overly compressed – consider utilising more glazing to create a sense of space and reviewing the placement/ geometry of the entry door (and avoid obstructing the entrance with the public art). Recommendations 1. Review the residential entry to open up the entry experience.	
Principle 8 - Safety Strengths a) There is good potential for passive surveillance of the streets and rear car park. b) The resident parking area is secure. c) Swept paths have been considered. Areas for improvement d) Include pedestrian path continuity (or marking) to western crossover, noting the pedestrian route is marked on the southern crossover. e) Include CCTV to service undercroft given the lack of passive surveillance and consider lighting strategy for this area. Recommendations None.	
Principle 9 – Community Strengths a) The large garden on the first floor has the potential to foster social interaction between occupants b) There is some diversity of residential product, although it appears to fall short of R-Cod metrics. c) The proposed uses increase the diversity of the centre. d) Some consideration has been given to possible public art locations. Areas for improvement e) Whilst the residential diversity within the development appears to fall short of the R-Code metrics, viewed in the context of the locality, the development clearly increases local housing diversity. f) Continue to refine the public art strategy. g) It is understood that in the forthcoming NCC update (1st May 2027), all apartments will need achieve silver liveability – it is worth checking this if building permit would be after that date. Recommendations 1. Continue to refine the public art strategy. 2. Check the extent of silver liveability needed under NCC25 in relation to the anticipated timing of building permit.	• The public art strategy will be further developed as the design progresses. • The development will achieve the R-Codes requirement for 20% silver level accessibility. The applicability and extent of NCC 2025 Silver Liveable Housing requirements will be confirmed at Building Permit stage, having regard to the anticipated timing of the application.
Principle 10 - Aesthetics Strengths a) The articulation of the built form is strong and compelling. b) The integration of on-structure landscape is positive and not over-ambitious. c) The vertical ordering is good with a clear base, middle and top. d) The floating roof is good. e) The elevation treatment is clearly evolving and shows promise. f) The ‘carburettor’ treatment of level 1 works well in providing a strong ‘podium’ element. Areas for improvement g) Provide more detail on external materials, and how they can help develop a local sense of place. h) The ground floor arches are good in principle, but in springing from ground level, it looks like the building has sunk – consider other forms of arches (for example; a shallow arch springing from a head-height plinth).	• The overall form and material palette of the ground floor colonnade has been reviewed, incorporating brickwork and minor details to enhance the colonnade arches. • The residential apartment balconies incorporate two contrasting textured finishes, complemented by timber soffit detailing to add warmth and visual depth. • On-structure planting has been incorporated to reflect and complement the proposed landscape palette. • No AI imagery has been used in generating the project renders.



6.0

Key Considerations /
Justification

6.0 Key Considerations

6.1 Building Height

As outlined in the preceding sections, the proposal seeks additional building height in parts of the site compared with the permitted heights under the Activity Centre Plan.

Table 16. Height distribution across the site

Lot	Permitted Height	Proposed Height	Compliance
Lot 15 (168) Stock Road	4 - 5 storeys + 2 storey incentive heights	Single storey	Compliant
Lot 14 (410) Canning Highway	5 storeys + 2 storey incentive heights + 1 storey for corner element	7 storeys	Compliant
Lot 13 (412) Canning Highway	5 storeys + 2 storey incentive heights	7 storeys	Compliant
Lot 5 (414) Canning Highway	4 storeys	7 storeys, reducing at 2 storeys at boundary	Variation

As demonstrated above, the variation generally relates to Lot 5 (414) Canning Highway – being the eastern portion of the overall development site. The proposed building should not be considered simply as a seven-storey development against a four- or five-storey height control. Across the Centre C2 portion of the site, the Activity Centre Plan expressly contemplates additional height of up to two storeys where a commensurate community benefit is provided. The greater height proposed over Lots 13 and 14 therefore accords with the built-form hierarchy contemplated by the Plan. Where discretion is required is the continuation of the upper residential form across Lot 5 at the eastern end of the site. The relevant planning consideration is therefore whether this limited extension of the upper built form results in an unacceptable impact on streetscape, adjoining amenity or the intended transition to surrounding development. As demonstrated below, the design substantially mitigates those impacts through its eastern setbacks, stepped form, landscaping and concentration of building mass toward Canning Highway and the Stock Road intersection.

Though the proposal exceeds the permissible building height, the design emphasises the site's strongest attributes and minimises its impact on adjoining properties. A benefit of the site's location is that overshadowing, one of the major concerns surrounding additional building height in established areas, is contained almost entirely within Canning Highway at midday on 21 June. Additionally, extensive consideration has been given to neighbouring properties throughout the design process, ensuring a sympathetic transition to each neighbouring site. Most importantly, the proposal responds to the site's location on the corner of two significant roads within an activity centre and contributes significantly to achieving the desired future character of the Melville District Activity Centre.

The mechanism for achieving the community benefits is discussed below, followed by more detailed justification.

6.1.1 Community Benefits

Within the Centre C2 zone, additional height up to two storeys is expressly permitted where the development delivers suitable community benefit. Clause 4.5.25 of the Activity Centre Plan states:

If additional building height is proposed in the Centre C2 zone above that specified in Map 2 – Melville District Activity Centre Plan Building Heights, the applicant shall provide community benefit in proportion to the additional development being proposed by delivering one or more of the following:

- a. The creation of a public right of way across a site to improve connectivity for vehicles and/or pedestrians (particularly east to west connectivity);*
- b. Upgrades to streetscapes, street trees or landscaping on public land;*
- c. Upgrades to footpaths, other pedestrian-related infrastructure, cycle paths or other cycling-related infrastructure within the vicinity;*
- d. New or improved high quality, permanent public spaces (emphasis added);**
- e. The provision and ongoing maintenance of public facilities such as toilets, showers or sheltered bicycle storage;*
- f. Exemplary environmental design or sustainability outcomes; or*
- g. Any other community benefit contribution that furthers the objectives of this plan in the opinion of the City of Melville.”*

The proposal seeks to deliver a publicly accessible landscape terrace on the first floor of the development. The terrace is proposed to include the following facilities that are considered beneficial to the community:

- Children’s Play Area;
- Seating;
- Green Space.

The area will be accessible to the public during opening hours of the commercial tenancies. This directly addresses one of the healthy active by design success factors noted under Part 2 of the Activity Centre Plan: *“Provide open space and recreation areas especially for children and their carers”*.

The terrace also doubles as communal open space for the residents, but it should be noted that the area exceeds the minimum communal open space under the R-Codes by approximately 500m² or 350%. It is therefore clear this proposal is ‘over and above’ what is typically expected for residential facilities. It helps activate what would otherwise be rooftop space.

Typically, spaces of this nature would be situated at ground floor where they are visible to the public and passersby. In this instance, the interface with Canning Highway and Stock Road traffic corridors creates a street frontage which is not commensurate with outdoor recreation space. Locating the facility at the first floor will help shield the area from noise and other impacts of these major roads and will offer a quiet refuge for users.

Management strategies will be key to ensuring the space is successful. These will be reviewed and considered in consultation with the City through the detailed design phase.



Figure 19 Artist's impression of publicly accessible 1st floor terrace, including café, seating and children's play area

6.1.2 Broader Justification

Minimal Overshadowing

The subject site's southern boundary abuts Canning Highway. Directly across the highway is the Melville Reserve, more specifically the carpark for the reserve. As such, there are no southern neighbours that will be affected by the greatest extent of shadow cast at midday on 21 June, according to the overshadowing diagram and calculations. The shadow at that time will be cast in its entirety over the Canning Highway road reserve. Similarly on Stock Road at the western boundary, the extent of the shadow cast by early morning sunlight would be almost entirely contained on Stock Road, with the shadow reducing as the day goes on and the greatest impact expected prior to business hours of the opposite property.

Inevitably, the building shadow will extend onto the eastern neighbour in the mid to late afternoon. However, this impact would be assumed, and not substantially changed, even if the building height was four storeys. Any additional shadow from the increased height would generally fall over the roof of 416 Canning Highway – again noting this would be limited to late afternoon only. The backyard of the adjoining property at 416 Canning Highway remains open to sunlight because the development is focussed in the southern part of the site.

The extent of overshadowing is considered consistent with the planning framework and does not pose a significant impact on the amenity of neighbouring properties.

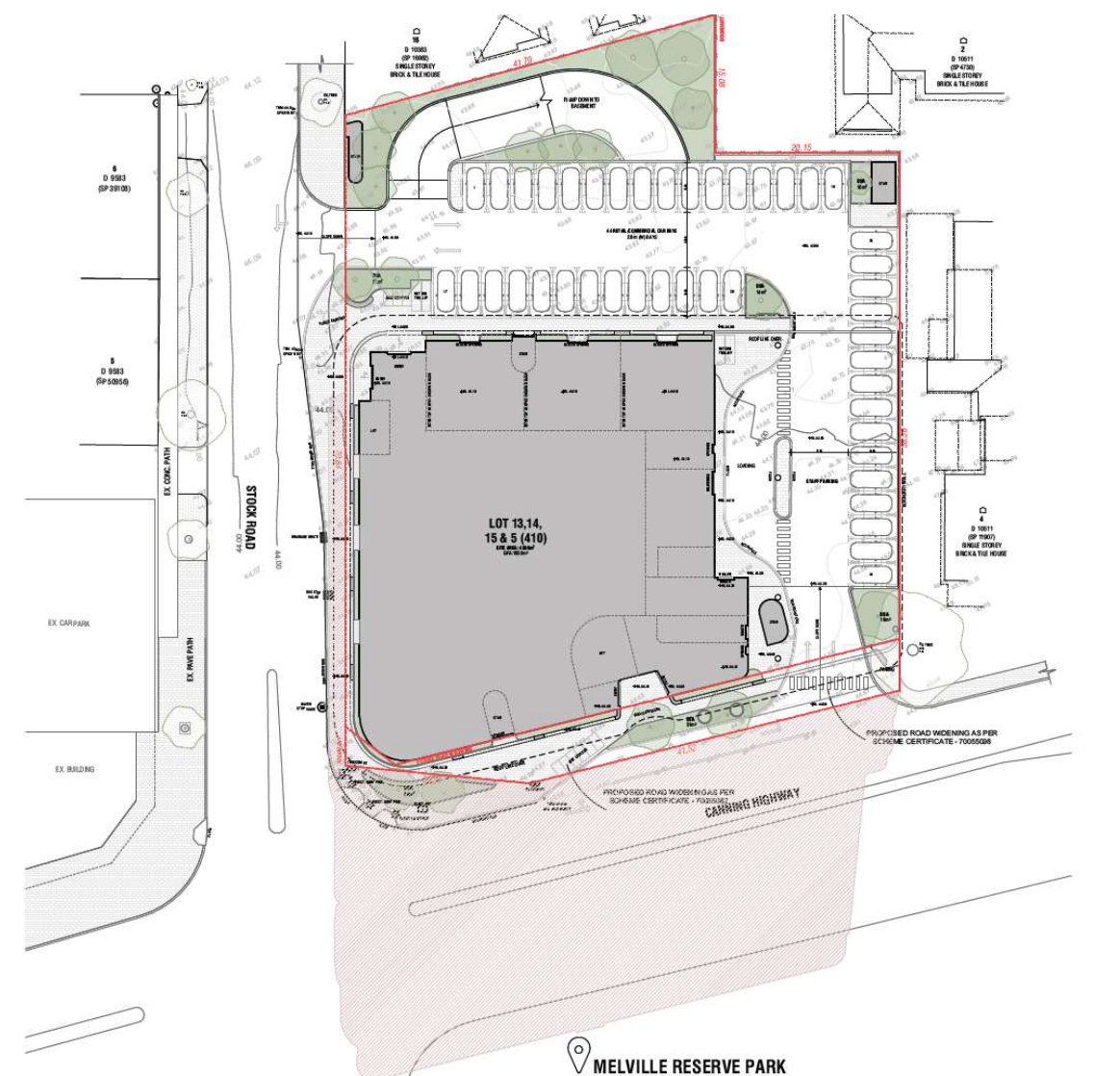


Figure 20 Shadow cast by proposed development

Height transition to north and east

Secondly, the design has considered its transition to surrounding properties in both the current context and the context enabled by the planning framework.

To the north, the building is separated from its neighbour at Lot 16 (No. 166) Stock Road and Lot 2 (No. 167) Moreing Road by a minimum of 17m. As illustrated in the 3d diagram below, this is an extensive separation on its own, but the building design softens the transition further by incorporating an extensive podium terrace on the northern side of the first floor. This creates a separation of at least 30m from the main tower to the northern boundary. This separation also reduces any perceived visual impact to the existing two-storey grouped dwellings on Lot 5 (No. 165) and Lot 6 (No. 163) to the north-east of the site.



Figure 21 Proposed development building heights in relation to neighbouring properties

To the east, the development directly abuts Lot 4 (No. 416) Canning Highway, which contains one single storey and one double storey dwelling. Under the Melville District Activity Centre Plan clause 4.5.28 and 4.5.29, a nil setback to an adjoining property in the Mixed Use zone is permitted for the first storey of a development in the Mixed Use zone, with levels above the first storey required to be setback a minimum of 2m from any boundary apart from the northern boundary. The proposal has a boundary wall at ground floor. This boundary wall extends to two storeys for the medical centre, but this is limited to the front half of the site only and helps to create suitable privacy and noise attenuation for the first floor commercial tenancies.

The second storey proposes a 2m setback at the nearest point, but this setback extends to 6m for parts of the eastern elevation, allowing an articulated response to the east. On-structure landscaping also assists in softening the transition. Importantly, the top floor apartments are set back a minimum of 5.5m at the closest point of the building structure and 10.5m at the furthest point, meaning this level would not be visible from the ground level of the adjoining property to the east as illustrated in Figure 22 below. Furthermore, the adjoining properties to the east are zoned Mixed Use with an R-AC0 density code. Redevelopment to a height of four storeys is possible in the future. When considering the setbacks for the second storey and above exceed the permissible setbacks, and noting the northern half of the site is largely single storey, is it considered the interface to the east is an appropriate and measured response. The additional building height is not considered to create an undue amenity impact on either current or future occupants.



Figure 22 Artist's impression of the proposal from the south-east, illustrating a sensitive reduction in height along the eastern boundary.

The on-structure landscaping and terracing softens the visual impact of the building and hides the penthouse level from street-level view. Additionally, it is important to note that the planning framework enables up to four storeys on the adjoining eastern lot. Should that height be sought by a future development, the building transition from six storeys on the east elevation to the permissible four storeys will remain appropriate and visually cohesive, ensuring amenity with respect to both aesthetics and privacy concerns. As the development is also sited on a prominent corner lot, the height difference ensures it maintains a landmark character – explained further below.

Corner lot prominence

Finally, the subject site is a strategic location with the capability to elevate the visual and functional character of the activity centre and of the length of Canning Highway running through Melville and Attadale. Being a large site on the corner of Stock Road and Canning Highway, two significant transport corridors, within an activity centre context, the site has potential to become a landmark feature. In this light, it is desirable for development to emphasise the corner and create a landmark for not only the activity centre, but Canning Highway and the surrounding suburbs.

The existing activity centre core is defined by the Melville Plaza, a box-format retail hub, with a few fast food and smaller businesses located closer to the edges of the centre. Immediately across Canning Highway, the development site fronts extensive public open space and a hub for community services at the Melville Reserve. In this context, the site can be expected to accommodate greater height compared to its surroundings. This proposal specifically chooses to provide high-quality residential apartments and commercial tenancies that complement the residential surroundings.

The activity centre plan makes allowances for additional height on corner sites; although the proposal takes a slightly different design approach by recessing the upper floor and providing a curved element to emphasise the street corner. This approach has been reviewed and generally supported by the City's Design Review Panel. The height of the proposal preserves the significance of the corner site while providing sympathetic height transitions to the existing context.



Figure 23 Artist's impression of corner lot prominence

In summary, although the proposal exceeds the standard building height limit, it maintains and does not detrimentally impact the streetscape. The top floor and rooftop are largely unnoticeable from street level, and the setbacks between the northern and neighbours are generous, whilst the transition to the east is appropriate recognising the development potential along Canning Highway. The proposal is consistent with the desired future scale for the locality, particularly considering its prominent corner location on two highly significant roads.



7.0

Conclusion

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This Development Application proposes the development of 32 dwellings, nine medical suites, three commercial tenancies and a supermarket at Lots 13, 14, & 5 (Nos. 410-414) Canning Highway and Lot 15 (No. 168) Stock Road, Attadale.

The development seeks to provide a contemporary addition to the Melville District Activity Centre and contribute to the supply of housing within the locality, simultaneously providing relevant commercial activities. The proposal complements the activity centre core with an elegant multi-storey commercial and residential development distinguishing an underused corner site and helping to define the activity centre's future character.

The application is largely consistent with the requirements of LPS6 and the relevant State and local planning policies. It meets the objectives of the Residential Design Codes and the Melville District Activity Centre Plan.

It is considered the proposal is consistent with the objectives of the planning framework, supports the goals of the activity centre and warrants approval accordingly.