



Metro Inner Development Assessment Panel Minutes

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

A recording of the meeting is available via the following link:
[MIDAP/113 - 15 January 2026 - City of Melville](#)

PART A – INTRODUCTION

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

PART B – CITY OF MELVILLE

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

PART C – OTHER BUSINESS

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

Francesca Lefante
Presiding Member, Metro Inner DAP



DAP Members

Francesca Lefante (Presiding Member)

Karen Hyde (Deputy Presiding Member)

John Syme

Deputy Mayor Matthew Woodall (Part B – City of Melville)

Cr Glynis Barber (Part B – City of Melville)

DAP Secretariat

Kristen Gray

Tenielle Brownfield

Francesca Lefante
Presiding Member, Metro Inner DAP



Part B – City of Melville
Applicant
Tony Watson (MW Urban) Paul Ghantous (Urbii) Vince Carcione (Carcione Group) Caitlin Brice (DMG) Michael Jorgensen (DMG)
Officers/Technical Advisors in Attendance
Cameron Sturges Kate Bainbridge Peter Varelis

Members of the Public / Media

Nil.

Observers via livestream

There were 9 persons observing the meeting via the livestream.

Francesca Lefante
Presiding Member, Metro Inner DAP



PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declared the meeting open at 1:07pm on 15 January 2026 and acknowledged the traditional owners and custodians of the land on which the meeting was held and welcomed members.

The Presiding Member announced the meeting would be run in accordance with the DAP Standing Orders 2025 under the *Planning and Development (Development Assessment Panels) Regulations 2011*.

1.1 Announcements by Presiding Member

The Presiding Member advised that panel members may refer to technical devices, such as phones and laptops, throughout the meeting to assist them in considering the information before them.

The meeting was recorded and livestreamed on the DAP website in accordance with regulation 40(2A) of the *Planning and Development (Development Assessment Panels) Regulations 2011*. Members were reminded to announce their name and title prior to speaking.

2. Apologies

Cr Daniel Lim (Local Government DAP Member, City of Melville)

3. Noting of Minutes

DAP members noted that signed minutes of previous meetings are available on the [DAP website](#).

Francesca Lefante
Presiding Member, Metro Inner DAP



PART B – CITY OF MELVILLE

1. Declaration of Due Consideration

The Presiding Member noted an addendum to the responsible authority report was published in Part B of the Related Information in relation to Item 3.1, received on 8 January 2026.

All members declared that they had duly considered the documents contained within Part B of the Agenda and Part B of the Related Information.

2. Disclosure of Interests

In accordance with section 2.4.5 of the DAP Code of Conduct 2025, DAP Member, Cr Glynis Barber, declared that they had participated in a prior Council briefing in relation to the application at item 3.1. However, under section 2.1.2 of the DAP Code of Conduct 2025, Cr Barber acknowledged that they are not bound by any previous decision or resolution of the local government and undertakes to exercise independent judgment in relation to any DAP application before them, which will be considered on its planning merits.

In accordance with section 3.3 of the DAP Code of Conduct 2025, the Presiding Member determined that the member listed above, who have disclosed an impartiality interest, was permitted to participate in the discussion and voting on the item.

3. Form 1 DAP Applications

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

Deputations

Tony Watson (MW Urban) addressed the DAP in support of the application at Item 3.1 and responded to questions from the panel.

Paul Ghantous (Urbii) addressed the DAP in support of the application at Item 3.1 and responded to questions from the panel.

Vince Carcione (Carcione Group) addressed the DAP in relation to the application at Item 3.1 and responded to questions from the panel.

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Presiding Member, Metro Inner DAP



Michael Jorgensen (DMG) addressed the DAP in relation to the application at Item 3.1 and responded to questions from the panel.

Peter Varelis, Cameron Sturges and Kate Bainbridge (City of Melville) addressed the DAP in relation to the application at Item 3.1 and responded to questions from the panel.

SUBSTANTIVE MOTION

Moved by: Karen Hyde

Seconded by: John Syme

That the Metro Inner Development Assessment Panel resolves to:

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

Conditions

1. The development the subject of this approval must comply with the approved plans at all times unless otherwise approved in writing by the City.
2. Prior to the commencement of demolition or construction, the applicant is to submit a Construction Management Plan (CMP) to the City for approval. Once approved in writing by the City, the development is to be carried out in accordance with the CMP to the satisfaction of the City.
3. Prior to the commencement of development, a stormwater design plan is to be submitted (an ARI of 1 in 100 year for a 24-hour storm duration is recommended) for the approval of the City. Prior to initial occupation of the development a Certificate of Compliance certifying that the development has been constructed in accordance with the approved plan is to be submitted to the City. All stormwater generated on site is to be retained on site in accordance with the plan approved in writing by the City.
4. Prior to the commencement of development, details of the exterior colours, materials and finishes are to be submitted to and approved in writing by the City. The development is to be constructed in accordance with those approved details.

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Presiding Member, Metro Inner DAP



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

The approved landscaping and reticulation plan is to be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter for the life of the development, to the satisfaction of the City. Any species which fail to establish within the first two planting seasons following implementation shall be replaced in accordance with the City's requirements.

6. Prior to the commencement of development, a detailed Acoustic Report is to be submitted to the City for approval to demonstrate how all noise sources associated with the development will comply with the 'Assigned Noise Levels' contained in the *Environmental Protection (Noise) Regulations 1997* when the noise is received at any neighbouring noise sensitive premises. The development is required to operate in accordance with the recommendations set out in the approved Acoustic Report to the satisfaction of the City.
7. Prior to the commencement of development, a Signage Strategy is to be submitted to and approved in writing by the City. The Strategy is to demonstrate how the future signage requirements for all uses are to be accommodated. Once approved, the signage for the development is to be installed in accordance with the approved plan.
8. Prior to the commencement of development and in accordance with Local Planning Policy 1.4 – Provision of Art in Development Proposals and Element 17 of the Canning Bridge Activity Centre Plan, a public art plan is to be submitted to and approved in writing by the City in consultation with the City's Public Art Panel. Once approved, the public art is to be installed prior to the initial occupation of the development and thereafter be maintained for the life of the development to the satisfaction of the City. Alternatively, the public art contribution may be satisfied by a cash-in-lieu payment at the same rate, made prior to the commencement of development.
9. Prior to commencement of development, the remaining public art contribution calculated based on the final construction cost for portion which exceeds \$50 million, is required to be provided as payment into the City's Public Art fund.

Francesca Lefante
Presiding Member, Metro Inner DAP



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

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

12. Prior to the commencement of the development, a Way-Finding Strategy shall be submitted to and approved in writing by the City. The approved Way-Finding Strategy shall be implemented prior to the initial occupation of the development.
13. Prior to the commencement of development, a Green Star Registration Certificate must be submitted to the City to confirm the development can achieve a 5 Star Green Star - Design & As Built certified rating (demonstrating 'Australian Excellence') from the Green Building Council of Australia (GBCA) or equivalent. This should be supported by a project plan or similar confirmation document. Within 24 months of practical completion, an as Built certification must be achieved and evidence of this provided and approved in writing by the City.
14. Prior to commencement of development, payment for the removal and replacement of street trees/s is to be made to the City. The payment is to be calculated in accordance with Council Policy CP-029: Street Tree Policy.
15. Prior to the commencement of development, the City is to be provided evidence of a public liability insurance policy which has a minimum value of \$20 million with a reputable public insurance office to cover the proposed awning encroachment into the road reservation to the satisfaction of the City. The applicant is to maintain this policy until the development is occupied.

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

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

17. The deed required for the provision of community benefits is to include those provisions which address:
- the provision of the landscape treatments and public car parking prior to the occupation of the development, and for those community benefits to thereafter be maintained to a standard satisfactory to the City by the owner (and future owners) for the life of the development. This may include (without limitation) the provision of lighting, signage, painting and/or marking out and, if required by the City, the requirement for the owner to obtain and maintain adequate public liability insurance and to indemnify the City against any claim connected with the use of these areas;
 - the obligation for the owner, in the event the Land is the subject of a strata / survey strata subdivision, to ensure that the strata company adopts a bylaw by way of a management statement under section 5C of the *Strata Titles Act*, which provides for the strata company to be responsible for the ongoing maintenance of the community benefits, and for the public to be able to access and use any of the community benefits which are located on common property; and
 - the need for the management statement required by the preceding paragraph to be expressed to require the consent of the City to any amendment or repeal of the management statement, pursuant to section 42(2d) of the *Strata Titles Act*.
18. In addition to the provisions set in the above conditions, the community benefits deed between the owner and the City is to include provisions addressing the following matters relating to the provision, management and maintenance of the community benefit spaces as described in Advice Note 1 and 2 of this approval, and as outlined in the approved plans:
- the requirement for the owner to use best endeavours to ensure that the community benefit spaces detailed by the above condition are always used during business hours for a community purpose approved by the City, and not left vacant or inoperative;

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- b) that the City is not required to pay any 'start up' or ongoing costs with respect to the community facilities areas, except normal maintenance costs associated with the ownership of the community facilities areas;
 - c) access to the public community spaces; and
 - d) the management statement required by the preceding condition is to include provisions acceptable to the City with respect to the limitation on the use of the community facilities areas.
19. Prior to the occupation of the development and subject to the other conditions of this approval, the community benefit items specified in Advice Note 1 and 2 and as shown on the plans hereby approved must be provided and maintained throughout the life of the development by the owner of the land at Lot 189 (No. 882) Canning Highway, Applecross and to the satisfaction of the City. The obligation on the owner to maintain the community benefits will continue notwithstanding the Land may be subsequently subject to a strata title or other form of subdivision.
20. Prior to the occupation of the development, a legal agreement is to be entered into between the City and the future owners to ensure that the public liability insurance policy is maintained for the life of the development and renewed annually. The legal agreement is to be registered on the certificate of title using appropriate mechanism with the owner is responsible for payment of all costs associated with and incidental to the preparation of (including all drafts), stamping and registration of the legal agreement.
21. Prior to the occupation of the development, the car parking areas are to have infrastructure in the form of conduits and capacity in the electrical distribution system and metering for future provision of electric car charging for a minimum of nine car parking bays to the satisfaction of the City.
22. Prior to occupation of the development, details regarding frequency of service vehicles and waste trucks accessing the loading bay are required to be submitted and approved in writing by the City.
23. Prior to the occupation of the development, all vehicle parking bays, bicycle parking facilities, manoeuvring areas, line markings, vehicle access sightlines, directional arrows, grades of the access ramp and point of ingress and egress shall be provided in accordance with AS 2890.3 and AS/NZS 2890.1:2004, to the satisfaction of the City. All car parking and vehicle access and circulation areas shall be maintained and available for car parking / loading and vehicle access and circulation on an ongoing basis.
24. Prior to the initial occupation of the development, a notification under section 70A of the *Transfer of Land Act 1893* must be registered over the Certificate of Title of the subject lot to notify owners and prospective purchasers of the land the existence of a hazard or other factor. The notification is to be prepared and executed at the applicant's cost and is to state as follows:

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

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25. Prior to the initial occupation of the development, end of trip facilities comprising 69 lockers, 10 showers and towel drying racks are to be provided, to the satisfaction of the City. The facilities shall thereafter be retained for the life of the development.
26. Prior to the occupation of the development, the subject site is to be served by an approved vehicle crossover constructed to the City's specifications and satisfaction.
27. Prior to the initial occupation of the development, the bin compound(s) as shown on the approved plans is to be constructed and maintained in perpetuity to the satisfaction of the City. The bin compound(s) are to be constructed to satisfy the following requirements:
 - a) Provided with a tap and connected to an adequate supply of water. The tap is to be in a position so that it will not be susceptible to being damaged by the bins being removed for collection;
 - b) Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness;
 - c) Having walls not less than 1.8 metres in height and having an access point of not less than 1 metre in width for resident/tenants to access the area and fitted with a self-closing gate;
 - d) Containing a smooth and impervious floor of not less than 75 millimetres in thickness; and provided with adequate and appropriate drainage to sewer. This pertains to commercial properties where approval is required from the Water Corporation for discharge of liquid waste; and
 - e) Not readily accessible by the public.
28. Prior to the occupation of development, the land affected by Planning Control Area 185 is to be ceded free of cost to the State of Western Australia for the purpose of upgrading Canning Highway and set aside as a lot for future acquisition.
29. The development is to be constructed and operated in accordance with the Waste Management Plan [Urbii – Dated September 2025] and the City's Waste Management Guideline for New Developments, to the satisfaction of the City.
30. Within 12 months of occupation, evidence is to be provided from a suitably qualified consultant, confirming that the building has been constructed in accordance with the Environmentally Sustainable Design Strategy prepared by Summation, dated June 2025.
31. Lighting is to be provided to all car parking areas in accordance with Australian Standard AS 1158.3.1 (Cat. P). All external lighting is to be hooded and oriented to minimise light spill.
32. The windows at ground floor level are to remain visually permeable. Coverings including signage, reflective or heavily tinted glazing or installation of shop fittings and fixtures on the inside of shopfront windows at ground floor level is not permitted without further development approval.

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33. Temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, sales, administration and construction activities are permitted to be installed within the property boundaries of the subject site(s) for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties to the satisfaction of the City and are to be removed prior to initial occupation of the development.
34. The loading bays are to be set aside and marked for the exclusive use of service, delivery and courier vehicles between 7am – 7pm each day, to the satisfaction of the City.
35. Any roof mounted or freestanding plant or equipment is to be located and/or screened so as not to be visible from the surrounding street(s) prior to the initial occupation of the development to the satisfaction of the City.

Main Roads WA Conditions

36. No part of the development, other than the temporary structures, shall be located within the land requirement for Canning Highway, or within the land requirement for Planning Control Area (PCA) No. 185 as detailed in the enclosed Plan No. 1_8144-1.
37. All temporary structures encroaching on the Canning Highway Primary Regional Road Reservation and PCA 185, including but not limited to the overhanging awning, planters, paving, and landscaping, shall be removed by the landowner within 28 days of receiving notice from Main Roads. The removal of these structures shall be carried out to Main Roads' requirements and at the full cost of the landowner.
38. Prior to the submission of a building permit application, a Traffic Management Plan for construction shall be submitted for approval to the satisfaction of the City of Melville in consultation with Main Roads. The Traffic Management Plan must detail how traffic shall be managed at all times and must be implemented and maintained throughout the construction of this development.
39. Prior to undertaking works within the Canning Highway Road Reserve, a Working on Roads Permit must be obtained from Main Roads.
40. Prior to the issue of a Building Permit, the redundant vehicle crossover is to be removed, and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Melville and to the specifications of the local government.

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41. The signage component is not approved as part of this application.
42. Stormwater discharge shall not exceed pre-development discharge to Canning Highway Road Reserve.
43. All waste collection is to be onsite.

Advice Notes

- i. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval will lapse and be of no further effect.
- ii. With respect to the Community Benefits related conditions listed above, the community benefits to be provided are as follows:
 - **Design comprising high quality active street frontages.** This space provided to the frontages of the development includes the provision of 79m of active frontage, 366m² of streetscape upgrades, 214m² of public space, retention of 1 mature tree, 1 new street tree, planter boxes with seating, and covered walkways ;
 - **Provision of public facilities** including street furniture (comprising 12x seats and 5x tables) and 4x bicycle racks;
 - **97m² of Planning Control Area 185 land to be ceded** free of charge to the State of Western Australia.
 - Access to and provision of **public parking outside of office operating hours or 7 public car parking bays** at ground floor level as shown on the approved plans.
- iii. To enable the easy removal of graffiti, it is encouraged that the ground floor level of the building/s and/or fencing/street walls is/are to be treated with a non-sacrificial anti-graffiti agent.
- iv. Prior to commencement of construction, a Crossover Application is required to be submitted to and approved in writing by the City. The crossover is to be designed to be:
 - a) a maximum width of 6m as shown on the development plans.
 - b) located a minimum of 2m away from the outside of the trunk of any street tree; and
 - c) minimum of 1m from any existing street infrastructure.

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

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- v. In relation to the Construction Management Plan (CMP), it is recommended that the CMP is submitted at least 30 days prior to the demolition or building permit to avoid delays in the processing of these permits. The CMP is to be prepared having regard to the provisions of *Local Planning Policy 1.22 Construction Management Plans*. It should be noted that the MRWA condition requiring a Traffic Management Plan may be covered within the CMP.
- vi. Construction is not permitted to obstruct traffic without prior written consent from the City's Technical Services department. Should the construction require a lane or road closure, a Traffic Management Plan is required to be approved by the City prior to any such works.
- vii. In relation to the provision of public art, the required public art contribution is based on the final Construction Cost as defined within Local Planning Policy 1.4 – Provision of Art in Development Proposals. It is noted based on an estimated cost of construction of \$60 million that a \$500,000 contribution of public art provision on site or cash in lieu is required to be provided to be paid into the City's public art fund to be expended within proximity of the development site. An additional contribution of 0.5% for every construction cost dollar over \$50 million is required to be paid into the City's public art fund. For any public art provided on site, this is required to be provided in accordance with an approved public art plan which is prepared in accordance with Local Planning Policy 1.4 – Provision of Art in Development Proposals.
- viii. Unless otherwise approved in writing by the City, all trees located on the verge adjacent to the land on which the development is to take place are to be protected throughout the duration of the demolition and construction processes of the development via the installation of a Tree Protection Zone (TPZ). Each TPZ is to be installed prior to demolition of the site or commencement of development (whichever occurs first), in accordance with the following criteria:
- A free-standing mesh fence erected around each street tree with a minimum height of 1.8m and a 2m minimum radius measured from the outside of the trunk of each tree.
 - If an approved crossover, front fence, footpath, road or similar is located within the 2m radius of the TPZ, the TPZ fencing is to be located the minimum distance from the approved works that is required to complete the works.
 - Fixed signs are to be provided on all visible sides of the TPZ fencing clearly stating 'Tree Protection Zone – No Entry'.
 - The following actions is to not be undertaken within any TPZ:
 - Storage of materials, equipment, fuel, oil dumps or chemicals;
 - Servicing or refuelling of equipment or vehicles;
 - Attachment of any device to any tree (including signage, temporary service wires, nails, screws, winches or any other fixing device);
 - Open-cut trenching or excavation works (whether or not for laying of services);
 - Changes to the natural ground level of the verge;

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Presiding Member, Metro Inner DAP



- ix. Access of service vehicles to the property including deliveries and the operation of forklifts and related equipment is not to occur before 7:00am or after 7:00pm Monday to Saturday and shall not occur at all on Sundays and Public Holidays.
- x. In relation to the required detailed acoustic report, the report is required to address the following matters:
- a) Noise contour plots must clearly and accurately illustrate the noise generated from the premises, with mapping that is logical, easy to interpret, and suitable for assessment.
 - b) Appropriate sound power levels must be applied in all noise modelling.
 - c) Correct noise criteria must be applied and clearly stated in the assessment.
 - d) All algorithms, assumptions, and modelling conditions must be clearly outlined.
 - e) The location of all relevant noise receivers must be clearly identified on the site plan, including both current and future noise-sensitive residential developments.
 - f) All relevant sound sources associated with the project must be included in the assessment.
 - g) Provide appropriate comparisons between worst-case and calm meteorological conditions and clearly explain how compliance is achieved under each scenario.
 - h) Any claims regarding the absence of specific noise characteristics must be clearly justified by the acoustic consultant.
 - i) Noise control recommendations must be clearly expressed, practical, and supported by technical justification.
 - j) The report must specifically address how the development complies with the Environmental Protection (Noise) Regulations 1997.
- xi. This development constitutes a “Food Business” as per Section 107 of the *Food Act 2008* and therefore is to comply with the provisions of the *Food Regulations 2009* and the Food Safety Standards. For further information please contact the City’s Health Services.
- xii. Consultation with Water Corporation is recommended in relation to the sewer main.

Main Roads WA Advice Notes

- a) Lot 189 is impacted by PCA 185 for the future upgrade/widening of Canning Highway, as shown on the enclosed PCA No. 185 Plan 1_8144-1. The land will be required for road purposes at some time in the future.
- b) Where a PCA is in place, approval for development is required from the Western Australian Planning Commission, as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary.
- c) There are key services (including MRWA traffic signal conduits and controller) located within the footpath that will need to be taken into consideration when excavating the basement levels.

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Presiding Member, Metro Inner DAP



- d) The access on Sleat Road may be modified to left-in/left-out due to a raised median in the future, subject to the review of Canning Highway.
- e) The upgrading/widening of Canning Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.
- f) Regarding works within the road reserve, the applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website> Technical & Commercial> Working on Roads.

AMENDING MOTION 1

Moved by: Karen Hyde

Seconded by: John Syme

That Condition No.11 (now Condition No.10) be amended to read as follows:

Prior to commencement of development, a Parking Management Plan is to be prepared in accordance with Local Planning Policy 1.6 Car Parking and Access and submitted in writing for the approval of the City. The Parking Management Plan is required to include the following details:

- a) *7 of the car parking bays are to be provided for public parking on weekends and after 6pm, or the car parking bays shown on Ground Floor plan (Drawing No. SK.04 Revision C) are to be made available for public car parking at all times;*
- b) *allocation is to be made for car parking associated with the ground floor tenancies;*
- c) ~~*the City of Melville being entitled to control and manage the public car parking bays, including by installing parking meters and making charges for parking, and may retain any revenue from the charges imposed, and the community benefit deeds shall, if necessary, address and give effect to these matters.*~~

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

The Amending Motion was put and CARRIED (3/2).

Francesca Lefante
Presiding Member, Metro Inner DAP



For: Karen Hyde
Francesca Lefante
John Syme

Against: Deputy Mayor Matthew Woodall
Cr Glynis Barber

REASON: The proposal incorporates community benefits consistent with Canning Bridge Activity Centre Elements 21 & 22, this modification clarifies the number and location of on-site public available parking for the site with relevant management controls to form part of the Parking Management Plan

AMENDING MOTION 2

Moved by: Karen Hyde

Seconded by: John Syme

The following amendments were made en bloc:

- i) That Condition No.9 be deleted and the remaining conditions be renumbered accordingly.
- ii) That Advice Note No.vii be amended to read as follows:

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

- iii) That Condition No.8 be amended to read as follows:

*Prior to the commencement of development and in accordance with Local Planning Policy 1.4 – Provision of Art in Development Proposals and Element 17 of the Canning Bridge Activity Centre Plan, a public art plan is to be submitted to and approved in writing by the City in consultation with the City's Public Art Panel. Once approved, the public art is to be installed prior to the initial occupation of the development and thereafter be maintained for the life of the development to the satisfaction of the City. Alternatively, the public art contribution may be satisfied by a cash-in-lieu payment at the same rate, made prior to the commencement of development. **In any event the public art contribution will not exceed \$500,000.***

The Amending Motion was put and CARRIED (3/2).

Francesca Lefante
Presiding Member, Metro Inner DAP



For: Karen Hyde
John Syme
Francesca Lefante

Against: Deputy Mayor Matthew Woodall
Cr Glynis Barber

REASON: The provisions public art on the site to a specified value, provides certainty and reflects the façade aesthetics, and site landmark location.

AMENDING MOTION 3

Moved by: Karen Hyde

Seconded by: John Syme

That Condition No.24 (now Condition No. 23) be deleted and the remaining conditions be renumbered accordingly.

The Amending Motion was put and CARRIED (4/1).

For: Karen Hyde
John Syme
Francesca Lefante
Deputy Mayor Matthew Woodall

Against: Cr Glynis Barber

REASON: This condition is not relevant as the development is commercial and does not include any sensitive uses such as residential development. It was also noted that the proposal includes acoustic treatments to protect adjoining residential land uses.

PROCEDURAL MOTION

Moved by: Deputy Mayor Matthew Woodall

Seconded by: Glynis Barber

That the DAP application DAP/25/02969 be deferred for a period of up to 60 days to enable further information and consideration relating to on-site public parking provision and ground floor tenancy parking allocation and arrangements.

The Procedural Motion was put and LOST (2/3).

For: Deputy Mayor Matthew Woodall
Glynis Barber

Against: Karen Hyde
Francesca Lefante
John Syme

Francesca Lefante
Presiding Member, Metro Inner DAP



SUBSTANTIVE MOTION (AS AMENDED)

That the Metro Inner Development Assessment Panel resolves to:

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

Conditions

1. The development the subject of this approval must comply with the approved plans at all times unless otherwise approved in writing by the City.
2. Prior to the commencement of demolition or construction, the applicant is to submit a Construction Management Plan (CMP) to the City for approval. Once approved in writing by the City, the development is to be carried out in accordance with the CMP to the satisfaction of the City.
3. Prior to the commencement of development, a stormwater design plan is to be submitted (an ARI of 1 in 100 year for a 24-hour storm duration is recommended) for the approval of the City. Prior to initial occupation of the development a Certificate of Compliance certifying that the development has been constructed in accordance with the approved plan is to be submitted to the City. All stormwater generated on site is to be retained on site in accordance with the plan approved in writing by the City.
4. Prior to the commencement of development, details of the exterior colours, materials and finishes are to be submitted to and approved in writing by the City. The development is to be constructed in accordance with those approved details.

Francesca Lefante
Presiding Member, Metro Inner DAP



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

The approved landscaping and reticulation plan is to be fully implemented within the first available planting season after the initial occupation of the development and maintained thereafter for the life of the development, to the satisfaction of the City. Any species which fail to establish within the first two planting seasons following implementation shall be replaced in accordance with the City's requirements.

6. Prior to the commencement of development, a detailed Acoustic Report is to be submitted to the City for approval to demonstrate how all noise sources associated with the development will comply with the 'Assigned Noise Levels' contained in the *Environmental Protection (Noise) Regulations 1997* when the noise is received at any neighbouring noise sensitive premises. The development is required to operate in accordance with the recommendations set out in the approved Acoustic Report to the satisfaction of the City.
7. Prior to the commencement of development, a Signage Strategy is to be submitted to and approved in writing by the City. The Strategy is to demonstrate how the future signage requirements for all uses are to be accommodated. Once approved, the signage for the development is to be installed in accordance with the approved plan.
8. Prior to the commencement of development and in accordance with Local Planning Policy 1.4 – Provision of Art in Development Proposals and Element 17 of the Canning Bridge Activity Centre Plan, a public art plan is to be submitted to and approved in writing by the City in consultation with the City's Public Art Panel. Once approved, the public art is to be installed prior to the initial occupation of the development and thereafter be maintained for the life of the development to the satisfaction of the City. Alternatively, the public art contribution may be satisfied by a cash-in-lieu payment at the same rate, made prior to the commencement of development. In any event the public art contribution will not exceed \$500,000.
9. Prior to the commencement of works, a Travel Plan is to be prepared in accordance with Local Planning Policy 1.6 Car Parking and Access and submitted in writing for the approval of the City. Once approved, the management of the on-site parking and access is to be undertaken in accordance with the Travel Plan, to the satisfaction of the City.

Francesca Lefante
Presiding Member, Metro Inner DAP



10. Prior to commencement of development, a Parking Management Plan is to be prepared in accordance with Local Planning Policy 1.6 Car Parking and Access and submitted in writing for the approval of the City. The Parking Management Plan is required to include the following details:
 - a) 7 of the car parking bays are to be provided for public parking on weekends and after 6pm, or the car parking bays shown on Ground Floor plan (Drawing No. SK.04 Revision C) are to be made available for public car parking at all times;
 - b) allocation is to be made for car parking associated with the ground floor tenancies;
Once approved, the management of the on-site car parking is to be undertaken in accordance with the Parking Management Plan, to the satisfaction of the City.
11. Prior to the commencement of the development, a Way-Finding Strategy shall be submitted to and approved in writing by the City. The approved Way-Finding Strategy shall be implemented prior to the initial occupation of the development.
12. Prior to the commencement of development, a Green Star Registration Certificate must be submitted to the City to confirm the development can achieve a 5 Star Green Star - Design & As Built certified rating (demonstrating 'Australian Excellence') from the Green Building Council of Australia (GBCA) or equivalent. This should be supported by a project plan or similar confirmation document. Within 24 months of practical completion, an as Built certification must be achieved and evidence of this provided and approved in writing by the City.
13. Prior to commencement of development, payment for the removal and replacement of street trees/s is to be made to the City. The payment is to be calculated in accordance with Council Policy CP-029: Street Tree Policy.
14. Prior to the commencement of development, the City is to be provided evidence of a public liability insurance policy which has a minimum value of \$20 million with a reputable public insurance office to cover the proposed awning encroachment into the road reservation to the satisfaction of the City. The applicant is to maintain this policy until the development is occupied.
15. Prior to commencement of development, the owner of the Land must enter into a deed with the City of Melville (City) in order to secure the provision and ongoing maintenance of the community benefits provided for the development. The deed:
 - a) is to make provision for the matters described in the following conditions; and
 - b) is to include other provisions necessary or convenient for the purpose of ensuring the community benefits are provided, managed and maintained.

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

Francesca Lefante
Presiding Member, Metro Inner DAP



16. The deed required for the provision of community benefits is to include those provisions which address:
- a) the provision of the landscape treatments and public car parking prior to the occupation of the development, and for those community benefits to thereafter be maintained to a standard satisfactory to the City by the owner (and future owners) for the life of the development. This may include (without limitation) the provision of lighting, signage, painting and/or marking out and, if required by the City, the requirement for the owner to obtain and maintain adequate public liability insurance and to indemnify the City against any claim connected with the use of these areas;
 - b) the obligation for the owner, in the event the Land is the subject of a strata / survey strata subdivision, to ensure that the strata company adopts a bylaw by way of a management statement under section 5C of the *Strata Titles Act*, which provides for the strata company to be responsible for the ongoing maintenance of the community benefits, and for the public to be able to access and use any of the community benefits which are located on common property; and
 - c) the need for the management statement required by the preceding paragraph to be expressed to require the consent of the City to any amendment or repeal of the management statement, pursuant to section 42(2d) of the *Strata Titles Act*.
17. In addition to the provisions set in the above conditions, the community benefits deed between the owner and the City is to include provisions addressing the following matters relating to the provision, management and maintenance of the community benefit spaces as described in Advice Note 1 and 2 of this approval, and as outlined in the approved plans:
- a) the requirement for the owner to use best endeavours to ensure that the community benefit spaces detailed by the above condition are always used during business hours for a community purpose approved by the City, and not left vacant or inoperative;
 - b) that the City is not required to pay any 'start up' or ongoing costs with respect to the community facilities areas, except normal maintenance costs associated with the ownership of the community facilities areas;
 - c) access to the public community spaces; and
 - d) the management statement required by the preceding condition is to include provisions acceptable to the City with respect to the limitation on the use of the community facilities areas.

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Presiding Member, Metro Inner DAP



18. Prior to the occupation of the development and subject to the other conditions of this approval, the community benefit items specified in Advice Note 1 and 2 and as shown on the plans hereby approved must be provided and maintained throughout the life of the development by the owner of the land at Lot 189 (No. 882) Canning Highway, Applecross and to the satisfaction of the City. The obligation on the owner to maintain the community benefits will continue notwithstanding the Land may be subsequently subject to a strata title or other form of subdivision.
19. Prior to the occupation of the development, a legal agreement is to be entered into between the City and the future owners to ensure that the public liability insurance policy is maintained for the life of the development and renewed annually. The legal agreement is to be registered on the certificate of title using appropriate mechanism with the owner is responsible for payment of all costs associated with and incidental to the preparation of (including all drafts), stamping and registration of the legal agreement.
20. Prior to the occupation of the development, the car parking areas are to have infrastructure in the form of conduits and capacity in the electrical distribution system and metering for future provision of electric car charging for a minimum of nine car parking bays to the satisfaction of the City.
21. Prior to occupation of the development, details regarding frequency of service vehicles and waste trucks accessing the loading bay are required to be submitted and approved in writing by the City.
22. Prior to the occupation of the development, all vehicle parking bays, bicycle parking facilities, manoeuvring areas, line markings, vehicle access sightlines, directional arrows, grades of the access ramp and point of ingress and egress shall be provided in accordance with AS 2890.3 and AS/NZS 2890.1:2004, to the satisfaction of the City. All car parking and vehicle access and circulation areas shall be maintained and available for car parking / loading and vehicle access and circulation on an ongoing basis.
23. Prior to the initial occupation of the development, end of trip facilities comprising 69 lockers, 10 showers and towel drying racks are to be provided, to the satisfaction of the City. The facilities shall thereafter be retained for the life of the development.
24. Prior to the occupation of the development, the subject site is to be served by an approved vehicle crossover constructed to the City's specifications and satisfaction.
25. Prior to the initial occupation of the development, the bin compound(s) as shown on the approved plans is to be constructed and maintained in perpetuity to the satisfaction of the City. The bin compound(s) are to be constructed to satisfy the following requirements:
 - a) Provided with a tap and connected to an adequate supply of water. The tap is to be in a position so that it will not be susceptible to being damaged by the bins being removed for collection;

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- b) Constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness;
 - c) Having walls not less than 1.8 metres in height and having an access point of not less than 1 metre in width for resident/tenants to access the area and fitted with a self-closing gate;
 - d) Containing a smooth and impervious floor of not less than 75 millimetres in thickness; and provided with adequate and appropriate drainage to sewer. This pertains to commercial properties where approval is required from the Water Corporation for discharge of liquid waste; and
 - e) Not readily accessible by the public.
26. Prior to the occupation of development, the land affected by Planning Control Area 185 is to be ceded free of cost to the State of Western Australia for the purpose of upgrading Canning Highway and set aside as a lot for future acquisition.
27. The development is to be constructed and operated in accordance with the Waste Management Plan [Urbii – Dated September 2025] and the City's Waste Management Guideline for New Developments, to the satisfaction of the City.
28. Within 12 months of occupation, evidence is to be provided from a suitably qualified consultant, confirming that the building has been constructed in accordance with the Environmentally Sustainable Design Strategy prepared by Summation, dated June 2025.
29. Lighting is to be provided to all car parking areas in accordance with Australian Standard AS 1158.3.1 (Cat. P). All external lighting is to be hooded and oriented to minimise light spill.
30. The windows at ground floor level are to remain visually permeable. Coverings including signage, reflective or heavily tinted glazing or installation of shop fittings and fixtures on the inside of shopfront windows at ground floor level is not permitted without further development approval.
31. Temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, sales, administration and construction activities are permitted to be installed within the property boundaries of the subject site(s) for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or of adjoining properties to the satisfaction of the City and are to be removed prior to initial occupation of the development.
32. The loading bays are to be set aside and marked for the exclusive use of service, delivery and courier vehicles between 7am – 7pm each day, to the satisfaction of the City.
33. Any roof mounted or freestanding plant or equipment is to be located and/or screened so as not to be visible from the surrounding street(s) prior to the initial occupation of the development to the satisfaction of the City.

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Main Roads WA Conditions

34. No part of the development, other than the temporary structures, shall be located within the land requirement for Canning Highway, or within the land requirement for Planning Control Area (PCA) No. 185 as detailed in the enclosed Plan No. 1_8144-1.
35. All temporary structures encroaching on the Canning Highway Primary Regional Road Reservation and PCA 185, including but not limited to the overhanging awning, planters, paving, and landscaping, shall be removed by the landowner within 28 days of receiving notice from Main Roads. The removal of these structures shall be carried out to Main Roads' requirements and at the full cost of the landowner.
36. Prior to the submission of a building permit application, a Traffic Management Plan for construction shall be submitted for approval to the satisfaction of the City of Melville in consultation with Main Roads. The Traffic Management Plan must detail how traffic shall be managed at all times and must be implemented and maintained throughout the construction of this development.
37. Prior to undertaking works within the Canning Highway Road Reserve, a Working on Roads Permit must be obtained from Main Roads.
38. Prior to the issue of a Building Permit, the redundant vehicle crossover is to be removed, and kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Melville and to the specifications of the local government.
39. The signage component is not approved as part of this application.
40. Stormwater discharge shall not exceed pre-development discharge to Canning Highway Road Reserve.
41. All waste collection is to be onsite.

Advice Notes

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

Francesca Lefante
Presiding Member, Metro Inner DAP



- ii. With respect to the Community Benefits related conditions listed above, the community benefits to be provided are as follows:
- **Design comprising high quality active street frontages.** This space provided to the frontages of the development includes the provision of 79m of active frontage, 366m² of streetscape upgrades, 214m² of public space, retention of 1 mature tree, 1 new street tree, planter boxes with seating, and covered walkways ;
 - **Provision of public facilities** including street furniture (comprising 12x seats and 5x tables) and 4x bicycle racks;
 - **97m² of Planning Control Area 185 land to be ceded** free of charge to the State of Western Australia.
 - Access to and provision of **public parking outside of office operating hours or 7 public car parking bays** at ground floor level as shown on the approved plans.
- iii. To enable the easy removal of graffiti, it is encouraged that the ground floor level of the building/s and/or fencing/street walls is/are to be treated with a non-sacrificial anti-graffiti agent.
- iv. Prior to commencement of construction, a Crossover Application is required to be submitted to and approved in writing by the City. The crossover is to be designed to be:
- a) a maximum width of 6m as shown on the development plans.
 - b) located a minimum of 2m away from the outside of the trunk of any street tree; and
 - c) minimum of 1m from any existing street infrastructure.
- The crossover is to be constructed prior to the initial occupation of the development in accordance with the City's specifications, to the satisfaction of the City.
- v. In relation to the Construction Management Plan (CMP), it is recommended that the CMP is submitted at least 30 days prior to the demolition or building permit to avoid delays in the processing of these permits. The CMP is to be prepared having regard to the provisions of *Local Planning Policy 1.22 Construction Management Plans*. It should be noted that the MRWA condition requiring a Traffic Management Plan may be covered within the CMP.
- vi. Construction is not permitted to obstruct traffic without prior written consent from the City's Technical Services department. Should the construction require a lane or road closure, a Traffic Management Plan is required to be approved by the City prior to any such works.

Francesca Lefante
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- vii. In relation to the provision of public art, the required public art contribution is based on the final Construction Cost as defined within Local Planning Policy 1.4 – Provision of Art in Development Proposals. It is noted based on an estimated cost of construction of \$60 million that a \$500,000 contribution of public art provision on site or cash in lieu is required to be provided to be paid into the City's public art fund to be expended within proximity of the development site. For any public art provided on site, this is required to be provided in accordance with an approved public art plan which is prepared in accordance with Local Planning Policy 1.4 – Provision of Art in Development Proposals.
- viii. Unless otherwise approved in writing by the City, all trees located on the verge adjacent to the land on which the development is to take place are to be protected throughout the duration of the demolition and construction processes of the development via the installation of a Tree Protection Zone (TPZ). Each TPZ is to be installed prior to demolition of the site or commencement of development (whichever occurs first), in accordance with the following criteria:
- A free-standing mesh fence erected around each street tree with a minimum height of 1.8m and a 2m minimum radius measured from the outside of the trunk of each tree.
 - If an approved crossover, front fence, footpath, road or similar is located within the 2m radius of the TPZ, the TPZ fencing is to be located the minimum distance from the approved works that is required to complete the works.
 - Fixed signs are to be provided on all visible sides of the TPZ fencing clearly stating 'Tree Protection Zone – No Entry'.
 - The following actions is to not be undertaken within any TPZ:
 - Storage of materials, equipment, fuel, oil dumps or chemicals;
 - Servicing or refuelling of equipment or vehicles;
 - Attachment of any device to any tree (including signage, temporary service wires, nails, screws, winches or any other fixing device);
 - Open-cut trenching or excavation works (whether or not for laying of services);
 - Changes to the natural ground level of the verge;
- ix. Access of service vehicles to the property including deliveries and the operation of forklifts and related equipment is not to occur before 7:00am or after 7:00pm Monday to Saturday and shall not occur at all on Sundays and Public Holidays.
- x. In relation to the required detailed acoustic report, the report is required to address the following matters:
- a) Noise contour plots must clearly and accurately illustrate the noise generated from the premises, with mapping that is logical, easy to interpret, and suitable for assessment.
 - b) Appropriate sound power levels must be applied in all noise modelling.
 - c) Correct noise criteria must be applied and clearly stated in the assessment.
 - d) All algorithms, assumptions, and modelling conditions must be clearly outlined.

Francesca Lefante
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- e) The location of all relevant noise receivers must be clearly identified on the site plan, including both current and future noise-sensitive residential developments.
 - f) All relevant sound sources associated with the project must be included in the assessment.
 - g) Provide appropriate comparisons between worst-case and calm meteorological conditions and clearly explain how compliance is achieved under each scenario.
 - h) Any claims regarding the absence of specific noise characteristics must be clearly justified by the acoustic consultant.
 - i) Noise control recommendations must be clearly expressed, practical, and supported by technical justification.
 - j) The report must specifically address how the development complies with the Environmental Protection (Noise) Regulations 1997.
- xi. This development constitutes a “Food Business” as per Section 107 of the *Food Act 2008* and therefore is to comply with the provisions of the *Food Regulations 2009* and the Food Safety Standards. For further information please contact the City’s Health Services.
- xii. Consultation with Water Corporation is recommended in relation to the sewer main.

Main Roads WA Advice Notes

- a) Lot 189 is impacted by PCA 185 for the future upgrade/widening of Canning Highway, as shown on the enclosed PCA No. 185 Plan 1_8144-1. The land will be required for road purposes at some time in the future.
- b) Where a PCA is in place, approval for development is required from the Western Australian Planning Commission, as well as under any relevant planning scheme, unless the PCA imposes requirements to the contrary.
- c) There are key services (including MRWA traffic signal conduits and controller) located within the footpath that will need to be taken into consideration when excavating the basement levels.
- d) The access on Sleet Road may be modified to left-in/left-out due to a raised median in the future, subject to the review of Canning Highway.
- e) The upgrading/widening of Canning Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.
- f) Regarding works within the road reserve, the applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website> Technical & Commercial> Working on Roads.

Francesca Lefante
Presiding Member, Metro Inner DAP



The Substantive Motion (as amended) was put and CARRIED (3/2).

For: Karen Hyde
John Syme
Francesca Lefante

Against: Deputy Mayor Matthew Woodall
Cr Glynis Barber

REASON: The proposal is consistent with relevant planning schemes (LPS6) and other applicable provisions, namely the Canning Bridge Activity Centre Plan (CBACP), and is situated within the Kintail Quarter and M15. It aligns with the vision and objectives of the CBACP by delivering significant, essential, and complementary commercial office uses throughout the development, while incorporating substantial ground level interface with a mix of retail, food and beverage facilities at street frontages. The building attained “design excellence” through the City’s Design Review Panel, fulfilling the site’s intended “Landmark” status as outlined in Element 8 of the CBACP. The design contributes to transforming the built environment at the intersection of Canning Highway and Sleat Road. Due consideration has been given to submissions received, with members satisfied that concerns regarding building scale, overshadowing, view corridors, and traffic impacts have been addressed comprehensively, as detailed in the City’s assessment against the CBACP and related provisions.

Traffic movement, parking, access, and servicing requirements have all been thoroughly reviewed. The City’s report confirms that onsite parking, access, and servicing are suitable and adequate for the proposed development. The Traffic Impact Assessment concludes that the anticipated parking supply and traffic generation, including peak periods, will have negligible effects on the road network and intersection operations at Canning Highway and Sleat Road. Although the proposal’s overall height of 16 storeys slightly exceeds the established controls, this is due to generous floor-to-floor heights designed to enhance occupant amenities, light, and outlook, incorporated into a building aesthetic that reflects its landmark location. The CBACP has been duly considered in evaluating community benefits, the development consistent with Elements 21 & 22 delivers a comprehensive range of community benefits. On balance, this high-quality, exemplar commercial development for this landmark site, remains consistent with the objectives of the Canning Bridge Activity Centre Plan and delivers substantial benefits to the broader community residing, working, and socialising within this precinct.

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Francesca Lefante
Presiding Member, Metro Inner DAP



PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

The DAP noted the status of the following State Administrative Tribunal Applications and Supreme Court Appeals:

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/22/02317 DR81/2023	City of Vincent	41-43 and 45 Angove Street, North Perth	Proposed Service Station	31/05/2023
DAP/20/01911 DR192/2024	Town of Cambridge	Lot 800 (29-33) Northwood Street, West Leederville	Three storey care premises and associated office	16/12/2024
DAP/24/02820 DR69/2025	City of Nedlands	Lot 381 (No.6) Alexander Road, Dalkeith	5 Multiple Dwellings	03/06/2025
DAP/25/02866 DR 105/2025	City of South Perth	Lot 46 (No.142) Coode Street, South Perth	proposed three-storey medical centre (dental practice)	15/07/2025

2. Meeting Closure

There being no further business, the Presiding Member declared the meeting closed at 3:08pm.

Francesca Lefante
Presiding Member, Metro Inner DAP