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DEPARTMENT OF PLANNING, LANDS
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WESTFIELD BOORAGOON EXPANSION






SIGNIFICANT DEVELOPMENT APPLICATION SDAU-020-17

PREPARED FOR

STATE DEVELOPMENT ASSESSMENT UNIT

AUGUST 2021

The project team responsible for this application includes:

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CONTENTS

1.0	Introduction	5	7.0	The Best Design Outcome	39
2.0	Commitment to Economic and Covid Recovery	8	7.1	Design Evolution Through State Design Review	39
2.1	By the Numbers	8	7.2	Architectural Design Statement	45
2.2	Success Factors for Entertainment and Leisure Precincts	9	7.3	Landscape Strategy	46
2.3	Proven Success	10	8.0	State Planning Assessment	48
3.0	Project Background	11	8.1	Summary of Key Documents	48
3.1	Planning Approval History and Scentre Group Acquisition	11	8.2	State Planning Policy No.7.0 – Design Of The Built Environment	49
4.0	Site and Existing Development	13	8.3	Draft State Planning Policy No.7.2 – Precinct Design	52
4.1	Regional Context	13	9.0	Local Planning Assessment	55
4.2	Local Context	14	9.1	Melville City Centre Activity Centre Structure Plan (ACSP)	55
4.3	Site and Affected Lots	16	9.2	Local Planning Strategy	60
4.4	Site History and Existing Development	18	9.3	Local Planning Scheme No.6	61
4.5	Existing Access	21	9.4	Local Planning Policies	61
5.0	Expansion of Westfield Booragoon	22	10.0	Condition Recommendations and Approval Timeframe	63
5.1	Proposed Redevelopment	22	10.1	Condition Recommendations	63
5.2	Land Use and Floorspace Breakdown	24	10.2	Approval Timeframe	63
5.3	Urban Form	27	11.0	Conclusion	64
5.4	Movement and Accessibility	33			
5.5	Staging	35	Appendix A	Certificate of Title	
5.6	Proposed Digital Sign	35	Appendix B	Transport Impact Assessment (SLR Consulting)	
6.0	Specialist Technical Inputs	37	Appendix C	Digital Sign Memorandum of Understanding (WSP)	
6.1	Traffic and Parking Assessment	37	Appendix D	Digital Sign Lighting Impact Assessment (Electro Light)	
6.2	Acoustic Assessment	37	Appendix E	Acoustic Assessment (Stantec)	
6.3	Landscape Proposal	37	Appendix F	Landscape Strategy (Urbis)	
6.4	Stormwater Management Plan	38	Appendix G	Stormwater Management Plan (BG&E)	
6.5	Waste Management Plan	38	Appendix H	Waste Management Plan (Veolia)	
			Appendix I	Melville City Centre Activity Centre Structure Plan Assessment	
			Appendix J	Condition Recommendations	

FIGURES

Figure 1	Regional Location Plan	13
Figure 2	Local Context Plan	14
Figure 3	Affected Lots	17
Figure 4	Existing Tenancy Location Plan	18
Figure 5	Existing Centre Imagery	19
Figure 6	High Steet - North South Section	30
Figure 7	High Street - EastWest Section	30
Figure 8	Proposed Land Swap Arrangement	31
Figure 9	Proposed High Street Tenure Arrangement	32
Figure 10	ACSP - Structure Plan Map	55

TABLES

Table 1	Affected Lots	16
Table 2	Proposed Land Use Breakdown	24
Table 3	Proposed Bicycle Parking and EOT	34
Table 4	State Planning Assessment	48
Table 5	Proposed Land Use Permissibility Assessment	56
Table 6	ACSP Staging Assessment	57
Table 7	Status of Upgrades	58
Table 8	Assessment Against LPP 2.2 Objectives	62





1.0 INTRODUCTION

This report has been prepared by Urbis on behalf of Scentre Group and Dexu to support a significant development application for a major expansion to the Westfield Booragoon Shopping Centre. The expansion has an estimated construction cost of \$500 million and will contribute significantly to the local and regional economy, assisting with economic recovery during unprecedented times.

Given the financial value of the application and its level of State and regional significance, this application is being lodged in the form of a Form 17B application and will therefore be assessed by the Department of Planning, Lands and Heritage and ultimately determined by the WA Planning Commission through the State Development Assessment Unit process.

The expansion is being led by Scentre Group, who as of December 2019, owns a 50% share of Westfield Booragoon as well as naming, property management and development management rights. Scentre Group's acquisition and lodgement of this development application capitalises on a distinct opportunity to respond to several economic, consumer and behavioural shifts in the retailing sector since the previous application was originally approved by the Metro Central Joint Development Assessment Panel in 2015.

Scentre Group has a long-standing history of being shovel ready and delivering high quality activity centres in WA, Australia and internationally. Their commitment to delivering highly successful entertainment and leisure precincts, most recently at Westfield Carousel, demonstrates a commitment to not only providing great places for people to shop, but also creating hubs of diverse activity and meeting places beyond typical retail trading hours.

This project will be transformational for the Melville City Centre – aiming to build on its desirable context and existing success. Scentre Group has tailored a design which seeks to respond to retail trends; namely the creation of experiences beyond traditional shopping.

These experiences include family entertainment and dining, technology hubs and new food and beverage offerings. These experiences combined with the civic focus associated with the City of Melville Administration office and Council functions provide a recipe for an exciting and contemporary activity centre. This report, and accompanying plans and technical reports, details the proposal which is being undertaken in two distinct stages.

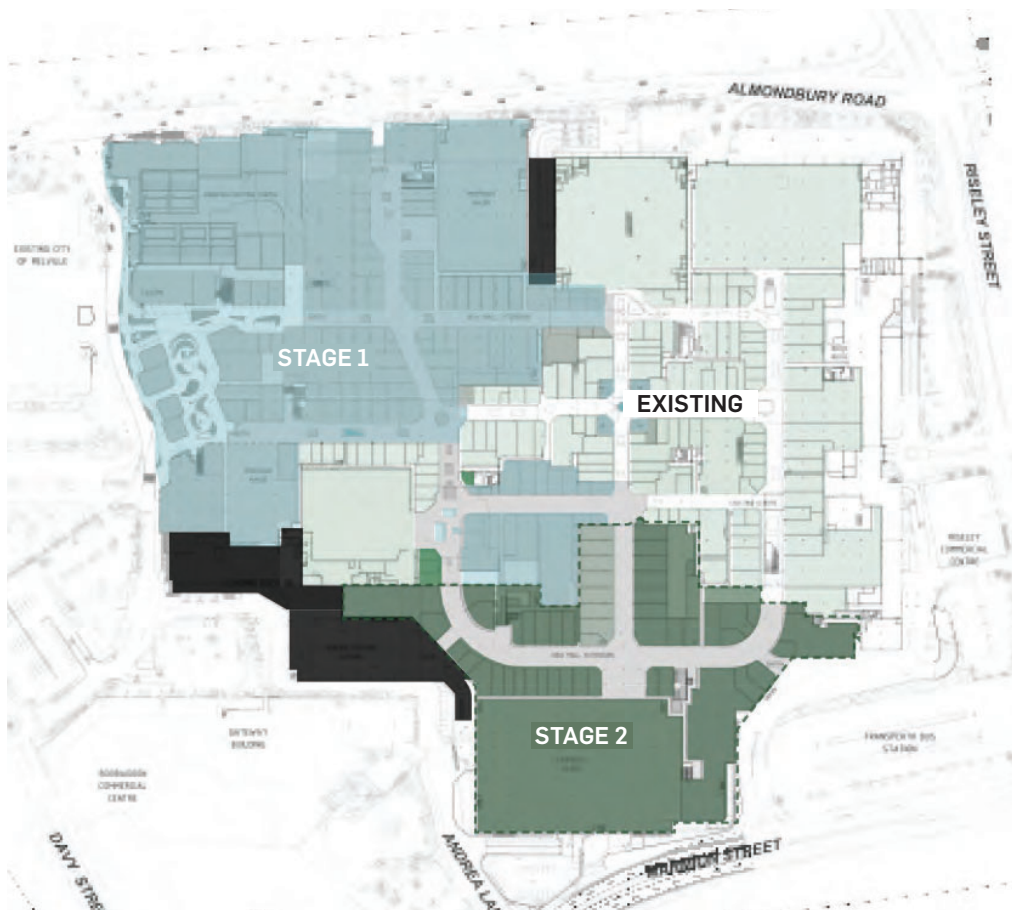
PLANNING APPROVAL

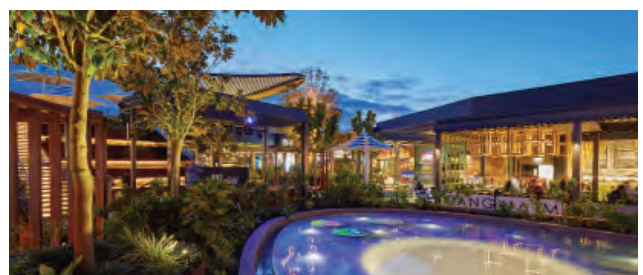
Planning approval is sought for:

- The demolition of some improvements on site, including the existing food court and fresh food precinct, Woolworths supermarket, portion of the existing internal mall, ground level carparking and the walkway bridge extending from Woolworths, to the Gateway Building.
- The construction of an expanded retail centre in two stages, comprising:
 - Stage 1 – Entertainment and Leisure Precinct including expanded and upgraded cinema complex, numerous food and beverage tenancies and a tavern. Retail expansion includes a new boutique supermarket, relocated and expanded Woolworths, new east-west mall extension and numerous mini-major and specialty and food retail tenancies, including a food laneway. A new rooftop and basement carparking structure will also be constructed and accessed off Almondbury Road.
 - Stage 2 – Enhanced southern fashion mall including an expanded and relocated David Jones, southern mall extension and numerous mini-major and specialty retail tenancies. A new rooftop and basement carparking structure will also be constructed and accessed off Marmion Street.

- The construction of a variety of new access points into the site.
- The following land uses:
 - A tavern in a site-specific location at the northern entrance to the town square and Entertainment and Leisure Precinct.
 - Flexibility for the remainder of the centre to accommodate a range of uses permitted under the City of Melville Planning Scheme and Melville City Centre Structure Plan. This includes – 'Child Care Premises', 'Cinema / Theatre', 'Consulting Rooms', 'Convenience Store', 'Fast Food Outlet / Lunch Bar', 'Market', 'Medical Centre', 'Office', 'Recreation - Private', 'Restaurant / Café', 'Shop' and 'Bulky Goods Showroom' as defined under the City of Melville Local Planning Scheme No. 6.

This application requests that approval is secured for these uses over the entire centre, enabling internal modifications to be undertaken without the need for ongoing approvals (change of use).





2.0 COMMITMENT TO ECONOMIC AND COVID RECOVERY

This proposal represents a \$500 million injection into the Melville City Centre and State economy. It is a substantial commitment to economic recovery by Scentre Group, who has proven success in establishing extremely high-performing and diverse centres and entertainment precincts.

This section highlights Scentre Group's commitment to economy recovery and highlights the success factors which have been implemented as part of the development to achieve a successful heart for the Melville City Centre. It also provides an outline of Scentre Groups proven success at other centres such as Westfield Carousel, Whitford City and Chermside (Queensland).

2.1 BY THE NUMBERS



\$500M

The expansion represents a \$500m+ investment into the Melville City Centre



25-50%

Expected increase to annual revenue generation.



Reduced economic leakage.



2022

Scentre Group intends to commence construction in 2022, with an intended opening date for Stage 1 of 2023/2024.



35,000 SQ.M NLA

Additional floorspace for retail, entertainment, food and commercial uses (23,000sq.m as part of Stage 1)



DEPARTMENT STORES

Retention of Myer and creation of an expanded and relocated David Jones department store as part of Stage 2



98 STORES

New specialty stores (53 as part of Stage 1)



9 SCREENS

An expanded 9 screen Hoyts cinema anchors the redevelopment, including luxe and Xtreme cinemas.



5,000+

Jobs created for the local community (construction and ongoing retail employment)



4.5 STARS

Scentre Group will achieve an average 4.5 star NABERS equivalent energy and water across its Centre portfolio by 2025



2.2 SUCCESS FACTORS FOR ENTERTAINMENT AND LEISURE PRECINCTS

A key component of this development is the establishment of an entertainment and leisure heart for Westfield Booragoon, including a high-quality food and beverage offer. The following are identified as the critical success factors for entertainment and leisure precincts (ELP's) which have been integrated through the development and design proposal.



**OUTDOORS/
NATURAL AMENITY**



**PLAY AND ALL
AGES ATTRACTION**



**CIVIC
IMPORTANCE**



**ALL DAY/
EVENING ACTIVATION**



2.3 PROVEN SUCCESS



WESTFIELD CAROUSEL, WA

The Carousel ELP provides an upper level dining experience, with refurbished HOYTS cinema, iPlay, dedicated children's area and outdoor amphitheatre located on the rooftop providing casual entertainment, day and night.

An urban oasis style dining precinct comprises lush green landscaping and bold design features such as bespoke seating, a sky-light water feature and large-scale artworks commissioned by local and international artists. The space is flexible to provide live entertainment, retailer pop-ups and digital art installations.



WESTFIELD WHITFORD CITY, WA

The redevelopment of the Whitford City ELP was completed in 2017 to provide a predominantly larger dining tenancy offer with north facing aspect and outdoor amenity. The ELP includes children's play and sufficient shade covered by overhead structures. Planting and green area makes up over a quarter of the outdoor area, with easy connections to the carpark and the ability to activate when the balance of the centre is closed.



WESTFIELD CHERMSIDE, QLD

The Chermshire ELP was completed in June 2017 and comprises over 4,000sq.m of outdoor amenity area including restaurants, food kiosks and children's play as a key feature. The ELP is over 2ha in size and includes play as a key feature, incorporating passive recreation, iFly Adventure, Cinemas, Bowling and Laser.

3.0 PROJECT BACKGROUND

3.1 PLANNING APPROVAL HISTORY AND SCENTRE GROUP ACQUISITION

In 2012, the previous owners, AMP Capital, announced they were planning to invest up to \$750m (total development and construction costs) to upgrade Garden City Shopping Centre. To facilitate this, the Melville City Centre Structure Plan was prepared and approved by the WA Planning Commission in 2014. The Structure Plan proposes a significant increase in retail floorspace (up to 120,000sq.m floorspace), the introduction of a range of other uses and significant residential density (up to 1,400 dwellings). It also requires significant road improvements and certain urban design outcomes.

The approval of the Structure Plan allowed for a significant development application to be lodged. The proposal planned to increase the centre from its existing 72,000sq.m to 120,000sq.m which would make it the largest shopping centre in Western Australia. It would include a new and expanded David Jones, additional supermarket and discount department store, a new fresh food precinct and outdoor dining, as well as a high street and town square.

Approval for the expansion was secured in 2015 (and amended various times in the following years) with works planned to commence in early 2017. However, the project was placed on hold and no major redevelopment works to the centre took place, with the exception of the following

external intersection upgrades required as conditions of development approval:

- Marmion Street/Andrea Lane
- Leach Highway/Riseley Street.
- Canning Highway/Riseley Street.

In late-2019, Scentre Group acquired a 50% share in the centre as well as naming, property management and development rights. The centre was rebranded to Westfield Booragoon and Scentre Group commenced its design process to enable lodgement of a brand-new development application.

Further, in 2021, AMP was replaced by Dexu as the responsible entity of the investment fund that owns the remaining 50% share.

This design process, which has seen multiple presentations to the State Design Review Panel, and careful consideration of the land use and tenancy mix, has culminated in the lodgement of this application. This current application proposes less retail floorspace than the original approval, at 94,956sq.m NLA at Stage 1 and ultimately 109,375sq.m NLA ultimately as part of Stage 2. This is compared to a proposal for 120,000sq.m shop/retail NLA as part of the previous approval. This current proposal responds to market demand, both in terms of addressing current retail and consumer gaps and trends, however also reflecting the current economic climate.

Refer to the timeline figure for an overview of the key events and milestones.



TIMELINE OF KEY EVENTS AND MILESTONES

2014	Approval of Melville City Centre Structure Plan
Dec 2015	Approval of Development Application
Apr 2017	Amended Application (Extension to Validity of Approval)
Sept 2017	Amended Application (Extension to Validity of Approval)
Late 2017	Intersection Improvements Constructed <ul style="list-style-type: none"> ▪ Marmion Street/Andrea Lane ▪ Riseley Street/Leach Highway
Dec 2019	Scentre Group 50% Acquisition of Site (AMP retains 50% ownership)
Dec 2019	Rebranding to Westfield Booragoon
7 Jul 2020	State Design Review Panel 1
18 Aug 2020	State Design Review Panel 2
14 Sept 2020	Lodgement of Form 17A
29 Sept 2020	State Design Review Panel 3
30 Sept 2020	Meeting with City/DPLH
21 Oct 2020	Meeting with MRWA, PTA
April 2021	Dexus replaced AMP as the responsible entity of the wholesale property fund
Aug 2021	Lodgement of Development Application
Nov 2021	Anticipated planning approval for Westfield Booragoon Expansion
Mid 2022	Detailed design, condition clearance and development preparation
End 2022	Anticipated commencement of construction
2024	Planned opening of Stage 1

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4.0 SITE AND EXISTING DEVELOPMENT

4.1 REGIONAL CONTEXT

Westfield Booragoon is located within the City of Melville local government area, approximately 9km south of the Perth CBD. It sits centrally within a network of activity centres including Fremantle (8km south-west), Murdoch (3.5km south) and Cannington 10km east), as shown in the figure below.

Figure 1 Regional Location Plan



4.2 LOCAL CONTEXT

Locally, Westfield Booragoon makes up a majority of the identified Melville City Centre. It is located on the corner of Riseley and Marmion Streets in Booragoon and is bound by Almondbury Road to the north and Davy Street and the City of Melville Council Offices to the west.

It sits immediately north of the Booragoon Bus Station, which services 6 separate Transperth bus routes, including the high frequent bus route No. 915 which provides a regular services between the Fremantle Train Station and Bull Creek Train Station, via Marmion Street. Immediately south of the centre is a commercial area occupied by Alcoa World Alumina Australia (Corporate Office), the Booragoon Commercial Centre (comprising Garden City Medical Centre) and the Gateway Commercial Centre. The Riseley Corporate Centre also exists to the east of the site, fronting Riseley Street.

The centre is surrounded by a network of open space and recreation areas. Wireless Hill, north-west of the centre, is a significant regional open space, and Ken Ingram Park is located adjacent to the centre, to the south.

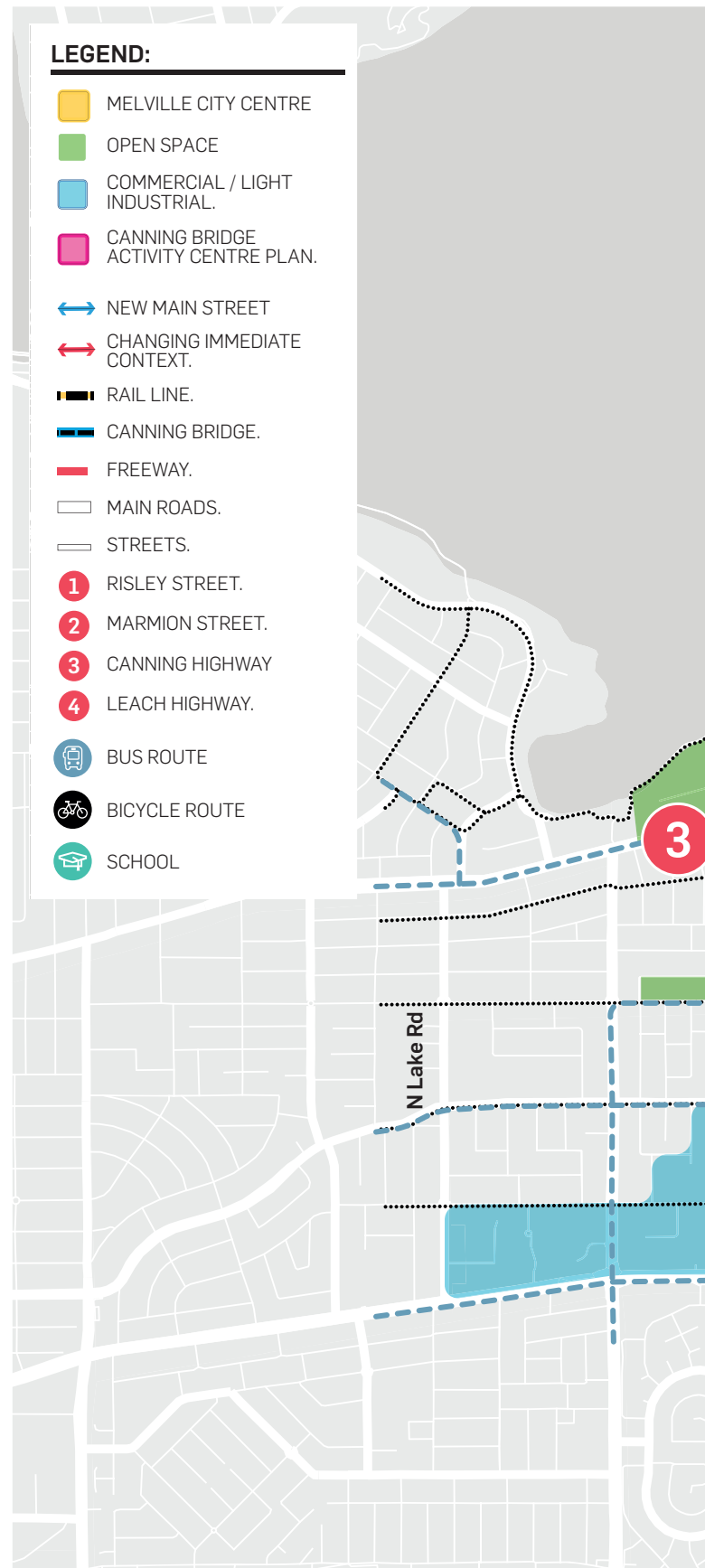
The centre is also located south of Applecross Primary and Senior High School, and in proximity to a range of other educational uses and medical/health precincts.

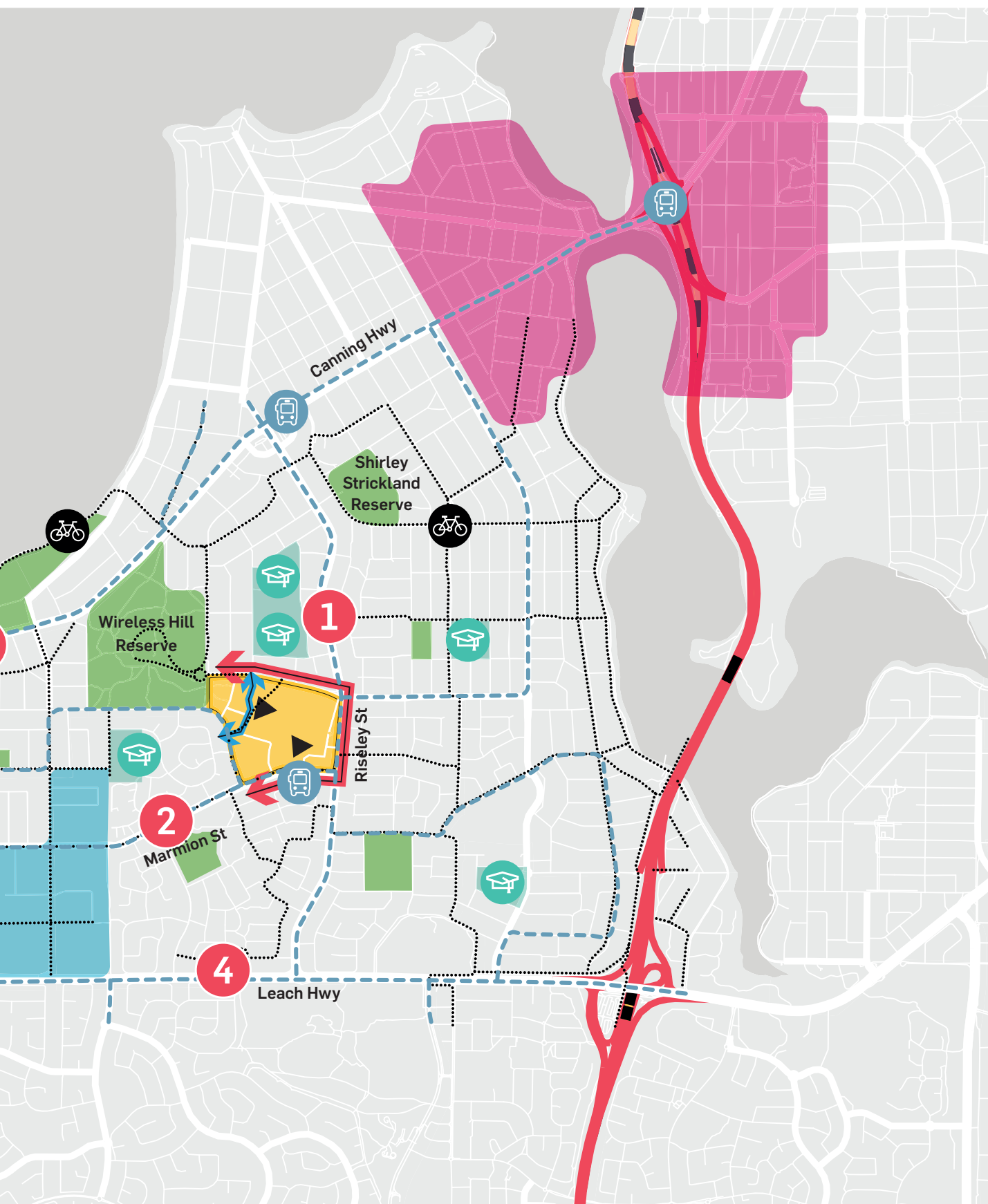
Higher density residential development has been progressed consistent with the Melville City Centre Structure Plan, with Iris Residential currently undertaking pre-sales for the Amara City Gardens which sits south-west of the centre.

As with other centres of a similar scale, its visitor catchment extends beyond the local area. Booragoon plays an ongoing and increasingly important role to the wider community through employment opportunities, as a transit centre and in the provision of other lifestyle needs such as medical facilities, access to local support business and for access to services.

The local context of the site is illustrated in the following figure.

Figure 2 Local Context Plan





4.3 SITE AND AFFECTED LOTS

Westfield Booragoon currently sits wholly within Lot 500, which is an amalgamation of the previous Lot 200 and Lot 17 which formed a condition of the AMP approval. Lot 500 is owned by Scentre Group and Dexu, each with a 50% share, and is 17.7ha in size.

The Certificate of Title for Lot 500 lists a number of separate limitations, interests and encumbrances and notifications, the majority of which are commercial in nature. A summary of these instruments is provided at **Appendix A** of this report, along with a copy of the document.

This application also affects two other lots – being Lot 52 and Strata Lot 99 (Andrea Lane) as discussed below:

- The alignment of the proposed high street traverses Lot 52, which is wholly owned by the City of Melville. In order to facilitate the proposed alignment, a land swap arrangement has been agreed with the City of Melville totalling an area of 3,755sq.m between the parties. This arrangement, including an illustration of the areas subject to the land swap, is explained further in this report, at Section 5.3.2.

- The application currently impacts a small portion of Strata Lot 99, which sits south-west of the centre and accommodates the Gateway Commercial Centre (which includes a variety of uses such as banks and medical suites). The lot also includes the former alignment of Andrea Lane (currently not in use). Andrea Lane itself was realigned and constructed in 2017 and now predominantly sits within Lot 500. Scentre Group applied to the Supreme Court under s129c of the Transfer of Land Act 1893 to facilitate the modification of the current tenure arrangements to reflect the new location of Andrea Lane.

The Supreme Court has now made these orders and the transfer between the Gateway Commercial Centre and the Westfield Booragoon owners is now in process.

Please refer to the figure and Affected Lots table and figure below. A copy of the Certificate of Title for Lot 500, 52 and 99 is provided at **Appendix A** of this report, as well as a copy of the transfer documents.

Table 1 Affected Lots

LOT VOL/FOLIO	LANDOWNER	ADDRESS	DESCRIPTION	LOT AREA
Lot 500 on DP411271 2931/477 (Subject to Dealing)	Dexu Wholesale Fund, Scentre Custodian Pty Ltd	N/A	Booragoon Shopping Centre	17.7ha
Lot 52 on D064936 1923/796	City of Melville	10 Almondbury Road	City of Melville Civic Land and Buildings	3.1864ha
Lot 99 on D80350	Strata Lot 023769	173 Davy Street	Andrea Lane	9,197sq.m

Figure 3 Affected Lots



4.4 SITE HISTORY AND EXISTING DEVELOPMENT

Westfield Booragoon is best described as a product of its era, being a centre originally built in 1972 which is largely internally focussed and has historically placed vehicle accessibility first. The site is also challenged by a number of significant level changes both within the site, as well as externally with the street level. Combined, these factors have contributed to create hard barriers to pedestrian movement around the site, challenge streetscape activation and detract from intuitive wayfinding through the site.

The existing centre is approximately 72,000sq.m in size with approximately 175 stores and 4,000 carparking bays. The centre is currently anchored by two department stores – Myer and David Jones, two supermarkets – Coles and Woolworths and a discount department store, K-Mart. It comprises a Hoyts cinema complex and more than 160 mini majors and specialty stores including Zara, Apple and JB Hi-Fi. The location of existing tenancies is illustrated in the figure below.

The centre can be broken into several main areas:

- The original precinct focused around a sky-roof atrium which includes a Woolworths supermarket.
- A food court which leads to the cinema.
- A 'marketplace' which includes Coles.
- A central 'fashion mall' which includes many boutique outlets.
- Two diametrically opposite north-south wings leading to David Jones and Myer.
- A northern and southern mall parallel to the central mall.
- A north-south mall at the eastern end of the centre leading to K-mart.

Figure 4 Existing Tenancy Location Plan



The original centre consisted of a long main mall with several wings and side malls – typical of retailing at this time. The first major redevelopment occurred in the 1980's which includes the inclusion of two department stores – Boans and Aherns. In 1994, the existing food court was built, followed by construction of the cinema complex in 1995 to meet growing demand.

The second major redevelopment occurred in 2000 which includes a new eastern section and new malls as well as a new 'marketplace'. This included at the time a Newmart discount supermarket, which became an Action supermarket and then Woolworths in 2005. This stage of expansion removed a majority of ground level parking, replacing it with undercover and rooftop parking. Apart from minor modifications, the centre has largely unchanged since this time.

Existing Almondbury Road access, as viewed from Almondbury Road



Figure 5 Existing Centre Imagery

Existing Almondbury access point, as viewed from within the site



Existing internal road between Almondbury Road and Davy Street



Existing level difference between internal road and public plaza



Woolworths service area adjacent to the internal road



Existing north-west façade, adjacent to the public plaza



Existing public plaza



Existing connection between the public plaza and Westfield Booragoon



Existing Myer Back of House fronting Almondbury Road



Existing building frontage to Riseley Street



Existing building frontage to Almondbury Road (east)



4.5 EXISTING ACCESS

Existing vehicle access into the site is provided via:

- Two vehicle access points via Almondbury Road.
- Three vehicle access points via Riseley Street.
- Three access points via Marmion Street.
- One access point via Davy Street.

Bus access and egress points are provided via two locations on Riseley Street and Marmion Street, at the southern end of the centre where the Booragoon Bus Station is located.

Public transport access to the centre is provided via several bus routes, all of which terminate or commence their journey at Booragoon Bus Station, located to the south-eastern corner of the site. This is a major bus station servicing 6 separate Transperth bus routes, including the high frequent bus route No. 915 which provides a regular service between the Fremantle Train Station and Bull Creek Train Station, via Marmion Street. A summary of all public transport routes servicing the area is provided within the accompany Transport Impact Assessment at **Appendix B**.

Pedestrian access to the centre is currently facilitated via existing pedestrian footpaths around the centre. Access is also facilitated via signalised pedestrian crossings predominantly across Riseley Street but also located on other street interfaces. Unsignalised (zebra) crossings are provided internally within the centre to provide access

to carparking areas. Overall, there is a lack of direct connections between the centre and external areas as well as internally via carparking areas.

The existing cycle facilities are of a good standard, with on-road bicycle lanes on Riseley Street and Marmion Street and sealed shoulders provided on Davy Street. In terms of end of trip facilities, there is some existing bicycle parking at the entrances to the centre, however access to these facilities is somewhat poor due to the need to cycle through carparking areas and roundabouts to access these facilities.

As highlighted, following the previous approval, while the expansion did not proceed, a number of external road upgrades were constructed to satisfy conditions of planning approval. This includes:

- Marmion Street/Andrea Lane – intersection relocation/upgrade and shared path along the portion of the Marmion Street site frontage.
- Leach Highway/Riseley Street – intersection upgrade.
- Canning Highway/Riseley Street – intersection upgrade.

Further discussion of these upgrades and the other upgrades identified through the Structure Plan and previous approval, is provided within the Transport Impact Assessment.



5.0 EXPANSION OF WESTFIELD BOORAGOON

5.1 PROPOSED REDEVELOPMENT

This major redevelopment provides the opportunity to transform the existing Westfield Booragoon shopping centre into a contemporary centre which better engages with its surrounds, services the community and encourages people to stay and enjoy the Melville City Centre.

The proposed Westfield Booragoon expansion involves a complete redevelopment of the site over two stages, the key components of which are summarised below:



The demolition of existing improvements, including:

- Existing food court and fresh food precinct
- Existing Woolworths supermarket
- Existing Australia Post and mall entry
- Existing central loading dock
- Existing external ground floor carparking both fronting Almondbury Road and Marmion Street



The creation of high quality, landscapes public and activated spaces as part of the Stage 1 expansion including:

- A high street linking Almondbury Road to Davy Street (requiring a land swap with the City of Melville)
- A highly landscaped town square
- A landscaped edge, at key areas such as the Almondbury Road and bus station entrance



The expansion of the centre in two stages including:

- Stage 1 –
 - Entertainment and Leisure Precinct including expanded and upgraded cinema complex, numerous food and beverage tenancies and a tavern linking through to a new high street and the City of Melville Administration.
 - Retail expansion including a new boutique supermarket, relocated and expanded Woolworths, new east-west mall extension and numerous mini-major and specialty retail tenancies, as well as food specialty focused around an internal food laneway.
 - A new rooftop and basement carparking structure will also be constructed and accessed off Almondbury Road.
- Stage 2 –
 - An upgraded fashion precinct located within the southern portion of the site towards Marmion Street, including a relocated and expanded David Jones, southern mall extension and numerous mini-major and specialty retail tenancies.
 - A new rooftop and basement carparking structure will also be constructed and accessed off Marmion Street.



The construction of new parking and access points into the site:

- Two additional vehicle access points on Almondbury Road and two servicing access points
- One additional southern vehicle access point on Riseley Street
- Proposed basement and rooftop parking structures accessed via Almondbury Road (Stage 1) and Marmion Street (Stage 2).



5.2 LAND USE AND FLOORSPACE BREAKDOWN

5.2.1 LAND USE ACTIVITY

State Planning Policy No.4.2 provides land use performance targets to encourage a diversity of land uses within activity centres beyond just retailing. The current centre mostly caters for retail-based uses with some office and other uses surrounding the centre. The redevelopment therefore places a strong emphasis on diversifying the types of uses and reasons people visit the centre, with a strong focus on entertainment, leisure and dining as part of Stage 1.

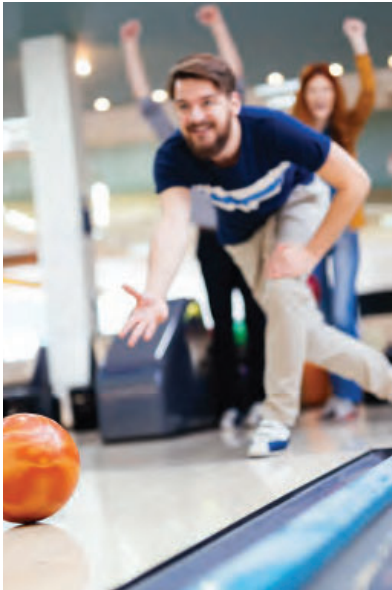
The proposal also recognises that currently there is a strong focus on commercial/office uses within the Melville City Centre currently – including the Riseley Corporate Centre, Booragoon Commercial Centre, Alcoa and the Gateway Building. These existing uses together with those proposed as part of this application will ensure the SPP 4.2 diversity targets are met and exceeded.

The proposed breakdown of land uses is summarised in the table below.

Table 2 Proposed Land Use Breakdown

	Existing Floor Area (NLA)	Proposed Total Floor Area (NLA)		Planning and Land Use Category (PLUC)	% of Floor Area (Stage 1 – 2)
		Stage 1	Stage 2		
Entertainment Cinema	4,579sq.m	5,699sq.m	5,699sq.m	ENT – Entertainment/ Recreation/Cultural	5%
Retail Retail Shops Food and Beverage	67,379sq.m	94,956sq.m	109,375sq.m	SHP – Shop/Retail	93%
Commercial Valet and Centre Management, Commercial Tenancies fronting High Street	496sq.m	2,350sq.m	2,350sq.m	OFF – Office/Business	2%
Car Wash	85sq.m	85sq.m	85sq.m	SER – Service Industry	1%
TOTAL	72,539sq.m	103,090sq.m	117,509sq.m		

A description of each land use category is provided in the sections following.



5.2.2 ENTERTAINMENT AND LEISURE PRECINCT

A key addition to the centre will be the development of an Entertainment and Leisure Precinct (ELP) wrapped around the high street and town square. The precinct will provide exceptional dining, entertainment, an upgraded and expanded cinema and public gathering experiences for the community and will be programmed to ensure a range of public events. The cinema is proposed to increase from approximately 4,500sq.m to 5,700sq.m, and will accommodate 9 screens including luxe screens and an 'Xtreme' screen.

The tavern, although not included in the shop-retail floorspace calculation, will be a significant attractor and active node located on the northern corner of the high street and town square. It will contribute to the activation of the area in the evening and will integrate with other town square activities.

The ELP will also provide a strong civic and cultural function linking through to the new high street and the City of Melville Administration building. This public/private space will provide for day and night-time activation (18hr activation) and accommodate various community activities ranging from morning yoga, elderly walking groups, Christmas Carols and citizenship ceremonies, as well as serving a strong food and beverage and hospitality function.

5.2.3 RETAIL

The development proposes a significant expansion and improvement to the existing retail offer, with a strong focus on enhancing the current fashion mall as part of the ultimate expansion. Overall the proposed development seeks an incremental increase in shop/retail floorspace of approximately 20,000sq.m at Stage 1 (totalling 94,956sq.m NLA) and a further 14,419sq.m at Stage 2 (109,375sq.m NLA).

While Stage 1 will have a primary focus on entertainment and food and beverage uses, it also proposes (subject to tenancy negotiations):

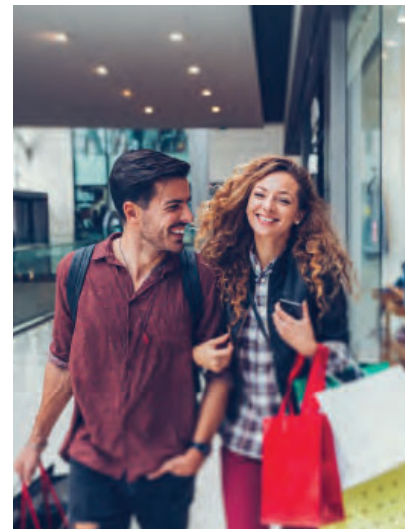
- A relocated and expanded Woolworths supermarket.
- A new boutique supermarket and three new mini majors, with the potential inclusion of a smaller format supermarket, retail and entertainment retailer.
- Various food specialty focused around the ELP and an internal food laneway, as well as specialty retail tenancies focused on a new east-west mall extension.

Stage 2 will look to extend the fashion precinct concentrated towards the southern portion of the site. While subject to review, at this stage it proposes:

- An upgraded fashion precinct through establishment of a southern east-west fashion mall extension focused around an expanded and relocated David Jones department store.
- Five mini major tenancies.
- Various specialty retail framing the mall.

The expansion of retail will solidify Westfield Booragoon as the fashion shopping and entertainment destination within WA.

A comprehensive Retail Sustainability Assessment (RSA) was prepared as part of the AMP approval and subsequently accepted by decision makers. On this basis, and in the context of a development proposal in an identified secondary centre, which has lower floorspace than was previously approved, it is understood there is broad agreement that a RSA is not required to be prepared to support this application.





5.2.4 OFFICE AND BUSINESS

As highlighted, numerous commercial uses currently exist within the Melville City Centre. This includes the Riseley Corporate Centre located on Riseley Street which comprises several banks, the local MP office and a range of other beauty and other services. To the south-west of the centre is the Gateway Building which also comprises a mix of banks and other uses, and the Booragoon Commercial Centre. South of this is the Alcoa Corporate Office.

These existing commercial uses, together with the following uses proposed as part of the expanded centre, will deliver significant diversity within the Melville City Centre:

- Three commercial tenancies framing the entrance to the high street and town square. While subject to tenancy negotiations, the intent is for these areas to accommodate commercial uses including medical suits/consulting rooms and potential and veterinary centre – delivered as part of Stage 1.
- A relocated Westfield Centre Management Office located on the Level 1 Roof as part of Stage 1.

The car wash, while identified in Table 2 as a service industrial use, relates to a facility located within the carpark whereby customers can drop their car for cleaning while they are visiting the centre.





5.3 URBAN FORM

The proposed design seeks to establish a built form model and pattern that is more consistent with urban town centres than with the traditional 'big-box' shopping centres. Westfield Booragoon will create an urban form that:

- Provides variety in scale and treatment of building elevations and facades
- Presents a range of heights across the site consistent with the Structure Plan.
- Expresses key pedestrian entries and internal 'streets' through changes in building height.
- Highlights key corners locations and activity points with appropriate height and scale.
- Provides external activation, with new entries and shopfronts around major new entry points.
- Creates a pedestrian-scale built form and articulation at street level to all frontages which have nil or minimal setbacks.

Key components of the proposed urban form are highlighted in the sections below.

5.3.1 STREET INTERFACES

The proposal includes new large scale building volumes to the northern (Almondbury Road) and southern (Marmion Street) frontages. These are both 'wrapped' by pedestrian scale frontages and activity areas that reduce the visible scale of built form in those locations. In the north-west corner, the volume of the expanded cinemas complex will sit behind commercial/office accommodation and service entries. In the south-east corner, the department store will sit behind a new mall entry adjacent the existing bus station.

Consistent with the provisions of the Melville City Centre Structure Plan, the proposed built form will provide a gradual transition in building height and scale from the consistent three to four storey height and mixed-use form of new development on Almondbury Road, Riseley and Marmion Streets.

A description of the proposed design response to each key interface is provided below. Note that this focuses on the Almondbury Road/High Street (Stage 1) and Marmion Street (Stage 2) expansion areas, given modifications to the Riseley Street (eastern) interface are proposed.

Almondbury Road (Stage 1)

The Almondbury Road interface acknowledges the predominantly existing single residential context of the area, however notes that the surrounding character and built form has started to change and will continue to change significantly in coming years. A relatively consistent interface of three to five storey development can be anticipated on streets fronting the centre based on development occurring and anticipated built form in the Structure Plan.

This frontage deals with a substantial level change between the street and internal avenues and includes a number of existing trees. The proposed design aims to deal with these design matters through a stair entry with the retention of some trees and planting of new trees to provide an attractive and soft interface to the street and attractive and identifiable entrance.

The Almondbury Road entry (as shown in the perspective above), provides a clear and defined entry to the centre. It aligns to the internal mall and includes a built form and materiality which relates to its residential context. The intersection of Almondbury with the proposed High Street will include an identifiable landmark building, acting as an instinctive pedestrian way-finding node and attractive entrance to the centre.





Marmion Street Stage 2

Marmion Street (Stage 2)

The Marmion Street interface, which will be undertaken as part of the southern retail expansion at Stage 2, will provide an attractive interface to the street noting the location of the bus station on the corner of Riseley Street and acknowledging that this is primarily a retail frontage with finer grain development focused towards the Almondbury Street entrance.

The design will incorporate materials and finishes consistent with the Stage 1 expansion and a planting scheme to enhance the arrival aesthetic and provide a clear and identifiable access from the bus station.



High Street Pedestrian Connection

5.3.2 HIGH STREET AND TOWN SQUARE

The Melville City Centre currently does not enjoy a space or place that is recognised as a town centre or central 'heart'. A key feature of this proposal will be the development of a new high street and town square along the western edge of the centre. It will be a pedestrian focused 'shared' street that acts as the spine for the town centre, connecting everyday conveniences with pocket parks, leisure experiences such as dining, whilst maintaining flexibility to host a range of community and cultural events.

The location of the new high street will provide direct and simple access from the north via an extension of Links Road adjacent the City of Melville Administration offices and library – through to Davy Street in the south. It will significantly improve permeability and accessibility in the area by creating a street block pattern around the town centre. It will also provide a pedestrian-oriented front door to the centre, and will be an attractive tree-lined boulevard providing shade, shelter and separation from vehicles

Central to the high street, the town square (also central to the previously mentioned ELP) will be a contemporary space that is the 'cultural heart' for the community in their everyday life. It will be a safe and welcoming place for the community to meet with family and friends, that is flexible and enabled to host cultural events and festivals all year round. The design of the square connects to its surroundings, and it has a strong connection to the high street and retail centre and where inter-generational activities can take place. The town square will accommodate and provide access to a range of activities synonymous with after-hours social life in the evening and on weekends.

Key to the town square is the location of a central pavilion structure which will provide a range of food and beverage and casual seating opportunities to ensure external activation, spilling out into the high street.

Activation will also be facilitated through amphitheater seating, a water feature and kids play area - making it a place for all to enjoy.



Proposed ground plan - High Street Precinct

Illustrative aerial view of built form from the west showing one and two storey, activated frontages to the high street and town square. Larger volumes and taller building elements rise up away from the pedestrian edge and in the direction of landmark corner sites. Other elements such as openings, awnings and landscape spaces create a pedestrian scale environment to street frontages and major pedestrian spaces.



Illustrative view of the desired experiential context of the town square – aiming to deliver a diversity of interesting and interactive components such as child's play, community and event space, an amphitheater and water feature to create a space enjoyed by all.



Through this application, the new high street, town square and development to the east of the high street will be delivered by Scentre Group. As owner of the neighbouring properties to the west of the high street, the City of Melville will have the opportunity to enhance the presentation of the Council offices, develop a new library facility and create the civic dimension of the town square public realm. As such, the complete town square will be developed in stages, with Scentre Group ensuring that the square and precinct are fully operational from Stage 1.

A series of cross sections illustrating the relationship between the High Street at the City's land are provided below.



Figure 6 High Street – North South Section



Figure 7 High Street – East-West Section

City of Melville Land Swap Arrangement

The proposed alignment of the high street traverses City of Melville owned land adjoining Davy Street, currently comprising its existing library facility. Early in the design phase, Scentre Group explored a variety of high street options, in form, function and location. In providing not just a retail or shopping centre based high street experience, the notion of a high street located in between the rear of the current Hoyts cinema complex and the current City of Melville Administration building was tested.

Ultimately the benefits of this location being able to provide a high street environment, connecting at-grade through to an entertainment and lifestyle precinct and providing for a mix of retail/shopping centre-based uses and civic uses was seen as a superior outcome.

This proposed alignment however requires a land-swap arrangement between Scentre Group and the City of

Melville. The portions of land the subject of this land-swap is identified in the Proposed Land Swap Arrangement Figure below. At the time of lodgement, valuations of the land in question had been agreed between both parties and the swap had been advertised and agreed to by Council. Whilst the land swap is obviously well progressed, subdivision and tenure changes have not been completed and therefore the City of Melville are in fact a signatory to this application. We anticipate as a condition of development approval that the subdivision and land transfer required as part of the swap be completed prior to the issue of a building permit.

It is important to note that the proposed high street alignment ultimately requires the relocation of the City's library facility, which is the subject of a separate commercial agreement between Scentre Group and the City of Melville.

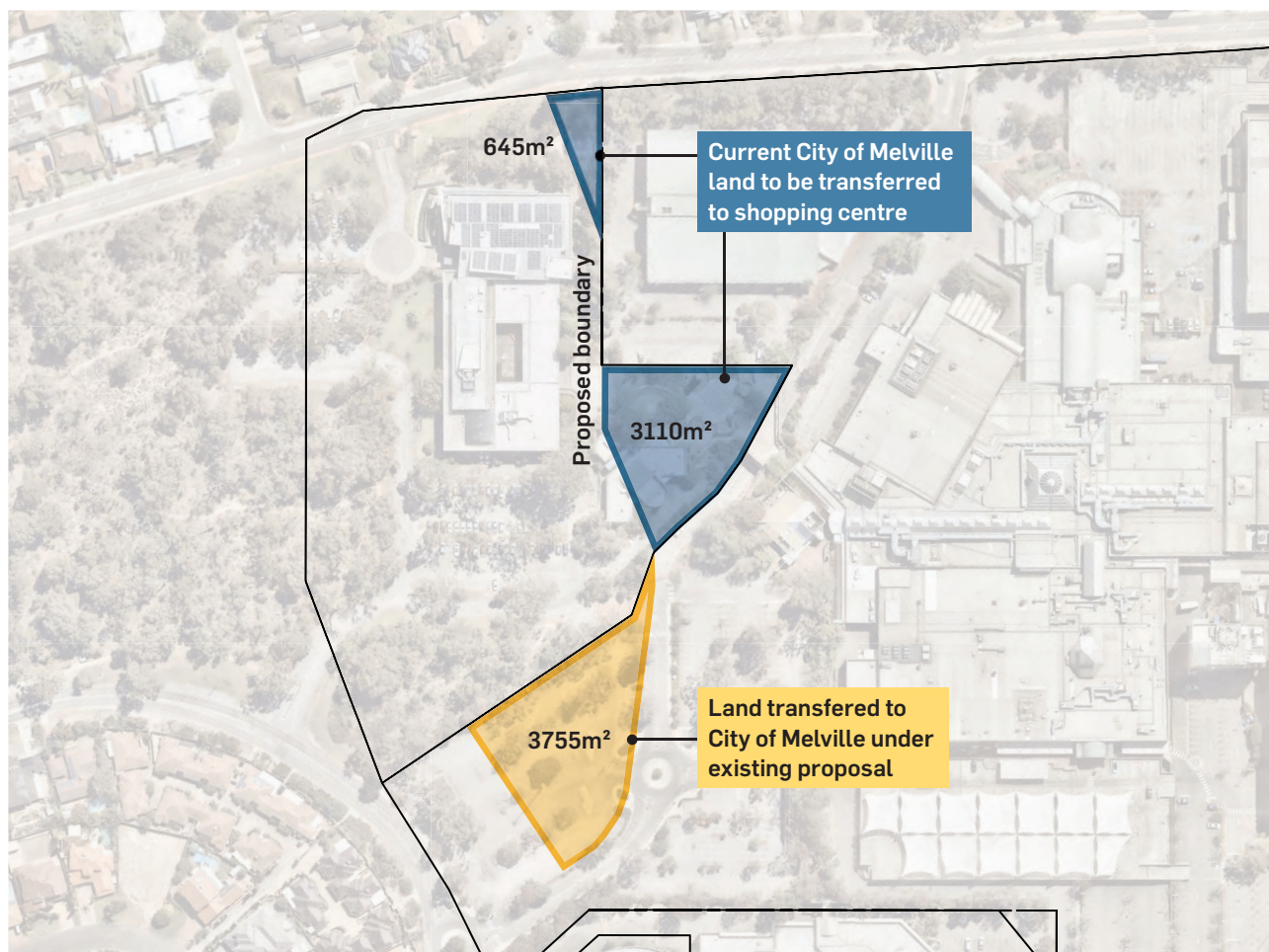


Figure 8 Proposed Land Swap Arrangement

Land Tenure Arrangement

The intent for the portion of the high street shown in the figure below is the creation of a public road reserve. It is expected that a condition of development approval be imposed requiring the creation of the road via a separate subdivision process. The remaining portion shown in the future below will continue to operate as a private roadway as it does currently.

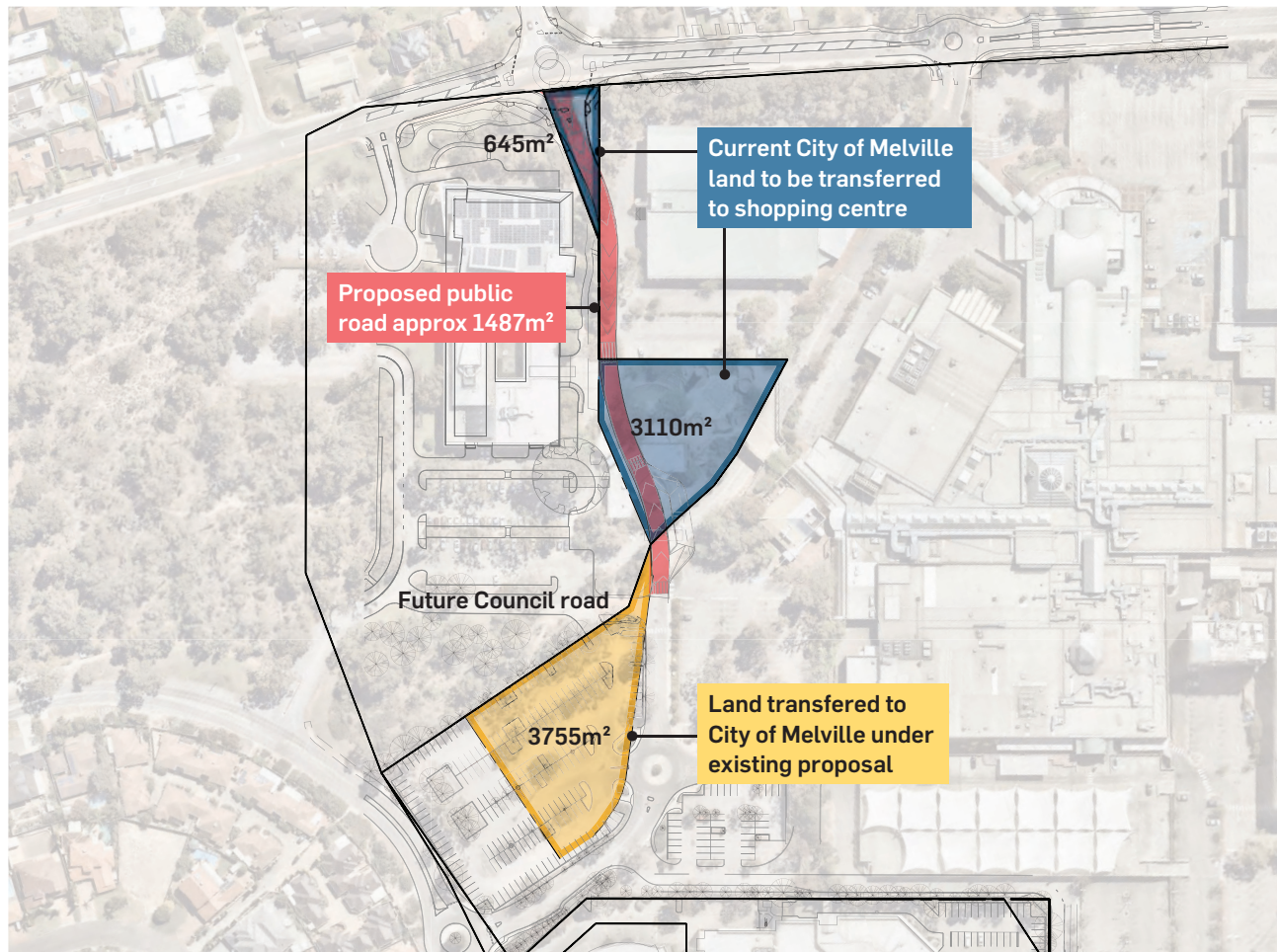


Figure 9 Proposed High Street Tenure Arrangement

5.4 MOVEMENT AND ACCESSIBILITY

The proposed movement and accessibility strategy for the development is described in detail within the Transport Impact Assessment (TIA) at Appendix B, with a summary of key modes of travel provided below.



Pedestrian

The development proposes several improvements to the pedestrian network and facilities with the aim of improving safety and amenity and encouraging more walking trips to the centre. This includes access to the centre from the busport and improving this overall journey. Two new pedestrian shared paths are proposed, both on Almondbury Road (full extent of site) and Marmion Street western portion).



Bicycle Access and End-of-Trip Facilities

The development proposes bicycle parking and end-of-trip (EOT) facilities having regard for the requirements of the City's Policy and SPP 4.2 while noting actual utilisation rates of these facilities experienced at other shopping centres.

A detailed rationale for the facilities proposed is provided in the subsequent **Section 5.4.1** however in summary the development provides:

- **Stage 1** – 90 bicycle parking spaces, 45 secure locker spaces and 10 showers/change rooms.
- **Stage 2** – 100 bicycle parking spaces, 50 secure locker spaces and 10 showers/change rooms.

Facilities for visitors will be conveniently placed close to centre entrances, with a designated area for staff parking and EOT within the basement carparking area. New para at end -

Importantly, the design allows for the potential expansion of bicycle parking at Stage 2 (beyond the provision outlined above) if high utilisation rates are observed within Stage 1.



Vehicle Access

As part of Stage 1, vehicle access to the site will generally be maintained as per the existing arrangement, with the only additional access points proposed on Almondbury Road to provide access to the high street and new carparking area. An existing access point located centrally on Marmion Street will be converted to a servicing access only.

All access points (existing and proposed) and consistent with the previous approval with the exception of one servicing access (referred to as N4 within the TIA) on Almondbury Road.

As part of Stage 2, the above arrangements will exist with the exception of the following modifications:

- Access S2 to Marmion Street (service vehicles only) will be constructed as part of the Stage 2 development and hence will not be in place for the Stage 1 development.
- The previous Marmion Street/Andrea Lane priority-controlled intersection (note, this access was temporarily closed when the new signalised Marmion Street/Andrea Lane intersection was constructed approximately 50m to the west) will be reopened to left in/left out only movements to Marmion Street.



Carparking and motorcycle parking

The carparking rates are proposed to significantly reduce compared with the previous approval, consistent with the State policy position of reducing carparking within highly accessible activity centres.

The proposal reduces parking from a current rate of 5.56 bays per 100sq.m NLA to 4.14 bays at Stage 1 and ultimately 3.77 bays at Stage 2 (including the cinema and commercial tenancies). This equates to:

- Existing – 4,250 spaces
- Stage 1 Proposed – 4,263 spaces
- Stage 2 Proposed – 4,424 spaces

For Stage 1, new carparking will be provided in the form of both new ground and basement parking and rooftop parking – concentrated towards Almondbury Road. Two existing carparking areas are proposed to be modified, including one area accessed off Davy Street and the other accessed via Marmion Street.

Stage 2 will involve a new basement and rooftop parking area fronting Marmion Street as well as modified areas on Davy Street and internally within the development to achieve the total carparking provision.

As part of the initial stage of the development, all new carparking areas (and a majority of existing areas) will be fitted with a ticketless carparking control system to manage customer and staff duration of stay.

The development provides 43 motorcycle bays as part of Stage 1, increasing to 45 as part of Stage 2. This is consistent with the Structure Plan recommendation of providing motorcycle bays which equates to 1% of the total parking supply.



Delivery and Servicing

New servicing areas are proposed to be provided as part of both the Stage 1 and 2 development over basement and ground levels. At Stage 1 this will include two areas located towards Almondbury Road and two located internally and Stage 2 will include an additional area towards Marmion Street. Separate access to these areas will be provided either directly via Almondbury Road and Marmion Street, or internally via internal circulation roads.



Universal Access

The development will be designed consistent with Australian Standards with respect to universal access and including 'Persons with a Disability' carparking requirements.

5.4.1 BICYCLE PARKING AND END-OF-TRIP FACILITIES

While LPP 1.6 does not specifically apply to the proposal, it is noted that it indicates a bicycle parking requirement of 2 spaces per 10 carparking bays (ie. 20%) for shop-retail uses. For the 4,424 car parking spaces proposed as part of the Stage 2 development, this would require 885 bicycle parking spaces. It is noted however that the AMP approval was conditioned to provide bicycle parking at a rate of 0.28 spaces per 100sq.m NLA (combined rate for employee visitor parking). This would equate to 329 spaces for the Stage 2 development - substantially lower than the LPP 1.6 requirement.

In comparison, SPP 4.2 outlines a bicycle parking provision of 5-10% of the total carparking supply. For Stage 2, this would mean between 221 and 442 bicycle parking spaces would be required. The Melville City Centre Structure Plan further requires a central space for around 200 bicycle parking bays, showers, lockers and change rooms.

While these various requirements are noted, it needs to be highlighted that while bicycle parking and end-of-trip facilities are well-utilised for commercial uses in CBD locations, bicycle parking for major shopping centres in suburban locations are often not well-utilised. Reasons for this include the fact that employees may work shift work or live outside a reasonable cycling catchment or retail customers may visit larger shopping centres for multiple uses, purchasing multiple products which cannot be transported home via bicycle.

Based on Scentre Group's significant intel and experience through managing over 30 shopping centres across Australia, bicycle parking and end-of-trip facilities are significantly under-utilised across the board. This includes the recently expanded centre at Westfield Carousel, with evidence of utilisation rates for this centre provided within the TIA.

On this basis and taking a pragmatic view on the actual and expected utilisation of these facilities, the development proposes the following:

Table 3 Proposed Bicycle Parking and EOT

STAGE	BICYCLE PARKING	EOT FACILITIES
Stage 1	45 publicly accessible spaces for visitors 45 secure spaces for employees (EOT) = 90 spaces total	1 locker per secure space (45 total) 5 male and 5 female showers/change rooms 1 unisex accessible toilet
Stage 2	50 publicly accessible spaces for visitors 50 secure spaces for employees (EOT) = 100 spaces total	1 locker per secure space (50 total) 5 male and 5 female showers/change rooms 1 unisex accessible toilet

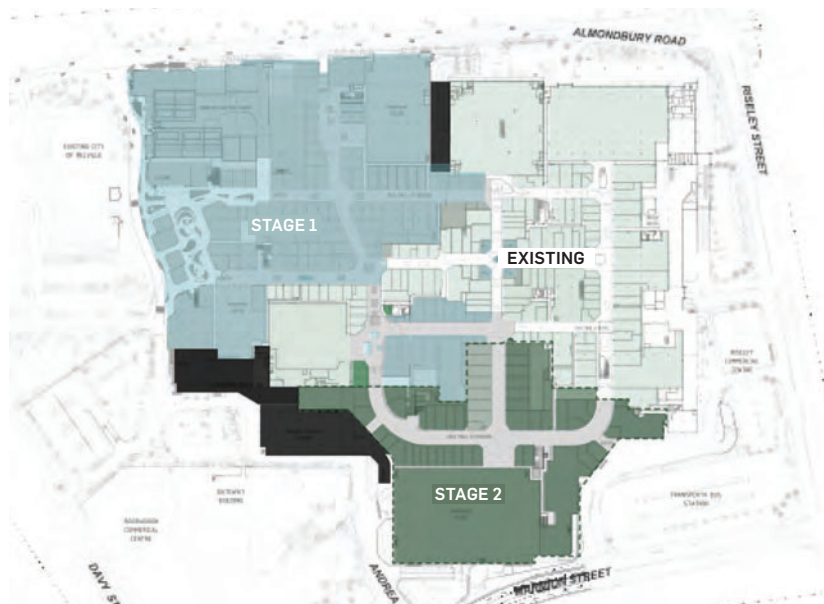
Critically, the above allows both space and capacity to provide an expansion of bicycle parking and EOT areas if higher than expected utilisation rates are observed as part of the initial stage of development. This can also be informed by periodic surveys of usage and questionnaires for employees and visitors.

There is strong rationale for this staged approach, to avoid any undesirable impacts associated with over-provision of such areas, including the creation of 'dead' spaces which can attract anti-social behaviour.

Further justification for this provision is provided within the TIA at **Appendix B**.

5.5 STAGING

The development will be undertaken in two stages as outlined previously in this report. While construction on Stage 1, comprising the high street, ELP and northern retail, will commence immediately following approval and detailed design in 2022 and be operational 2024, the timing for Stage 2 will be dependent on a number of factors including retail demand.



5.6 PROPOSED DIGITAL SIGN

A proposed large format digital sign (Super8) for third party advertising is proposed at the corner of Marmion Street and Andrea Lane directed at traffic travelling eastbound. The proposed sign comprises the following:

- One (1) static, large format digital sign measuring 8.3m in length x 2.2m in height with a minimum clearance of 3.5m from ground level.
- The sign will be affixed to a landscape feature wall at the entrance of the shopping centre.
- The sign will be backlit and will utilise LED (light emitting diode) technology. The sign will include light sensors on the panel to constantly measure ambient light levels and adjust screen brightness to suit.
- The sign will utilise world leading technology capable of reducing the power consumption of LED panels.
- The sign will display a variety of commercial advertisements, with a dwell time of not less than 20 seconds.
- The sign will be compliant with Road Safety requirements. The structural design of the sign will be certified by a qualified Engineer.
- The sign will provide a time allocation for Westfield related advertising related to the businesses on the site.

5.6.1 SIGN CONTENT

The proposed sign will only display static images with no form of animation, movement, flashing or sound.

Sign content will transition no less than 20 seconds per message with an instantaneous transition (less than 1 second). This form of signage typically attracts premium, high profile advertising clients given the expected high traffic volumes at the subject location.

The sign content will be managed at a central facility and accordingly, content can be changed electronically and remotely. This will reduce occupational safety and health issues or interruptions to the road network which are associated with the physical changeover of copy on current billboard signs. In accordance with AustRoads 2013 research, the informational load of an advertising message should be minimised as much as possible so that the content can be appropriately processed by a driver as rapidly as possible.

Accordingly, the sign will be subject to stringent requirements in relation to the level and nature of graphics and text able to be displayed on the proposed sign at any one time. Further, content will not sequence across transitions, which would require an excessive quantity of information to be processed.

5.6.2 INDUSTRY MEMBERSHIP AND ADVERTISING CODES

The sign will be operated by JCDecaux who is a member of the Outdoor Media Association (OMA) who are the peak body representing Out-of-Home advertising within Australia. As a tier one member of the OMA, JCDecaux are committed to complying with the following codes that regulate the content and placement of advertisements which include:

- OMA Code of Ethics.
- OMA Alcohol Advertising Guidelines.
- OMA Environment and Sustainability.
- AANA Code of Ethics.
- AANA Environmental Claims in Advertising and Marketing Code.
- AANA Code for Advertising and Marketing in Communications for Children.
- AANA Food and Beverages Advertising and Marketing Communications Code.
- Alcohol Beverages Advertising Code.
- Federal Chamber of Automotive Industry's Voluntary Code of Practice for Motor Vehicle Advertising.

5.6.3 MONITORING AND MAINTENANCE

The electronic advertising sign is equipped with features that continuously monitor the operating parameters of the unit and automatically send alerts if an operational problem or loss of content occurs to JCDecaux's management software.

If power is entirely lost, the screen maintains sufficient power to allow for an orderly shut-down of the electronic advertising sign and operating system, saving all settings and slowing the modem to send an alert about the problem. Once power is restored the electronic advertising sign will automatically display a black screen. The electronic advertising sign is equipped with features that continuously monitor the operation of the facility.

5.6.4 TRAFFIC SAFETY

A Memorandum has been prepared by WSP outlining the traffic engineering considerations of the proposed sign. Refer **Appendix C**. The advice suggests mitigation measures for dealing with any potential traffic safety risk which include setting a dwell time, sign luminance levels and advertising image primary colours. These matters have been addressed in the Lighting Impact Assessment and can also be managed through a signage strategy as a condition of approval.

5.6.5 LIGHTING

A Lighting Impact Assessment has been prepared by Electro Light and included at **Appendix D**. The report finds that the proposed LFDS will be of an acceptable level of illumination. Overall, following the recommendations of the assessment, the proposed signage is compliant with the relevant guidelines and standards.



6.0 SPECIALIST TECHNICAL INPUTS

6.1 TRAFFIC AND PARKING ASSESSMENT

By SLR - SLR has prepared a comprehensive Transport Impact Assessment (TIA) which considers vehicle access, carparking, active transport and universal access. The key components of the TIA are explained within various sections of this report, with a full copy of the TIA provided at **Appendix B**.

Overall, the following key traffic and parking elements are noted:

- The proposed access and egress into the site generally reflects the previous AMP proposal.
- External improvements are consistent with the Melville City Centre Structure Plan, previous approval and recent discussions with the City of Melville.
- Carparking rates will be gradually reduced consistent with SPP 4.2 and the Melville City Centre Structure Plan, with a Green Travel Plan to be prepared as a condition of approval which sets out ways in which the development will promote pedestrian and cycle access to the centre.
- Bicycle parking and end-of-trip facilities are based on utilisation rates at comparable centres, with capacity for these to be reviewed and expanded as part of future stages if needed.

6.2 ACOUSTIC ASSESSMENT

By Stantec - Stantec has prepared a preliminary acoustic assessment of the proposed development.

The assessment determined that the key noise sources arising from the development are noise emissions occurring from the loading dock operations, most notably loading dock no.3 which is the only non-enclosed loading lock; and the new tavern fronting the proposed high street.

- Compliance with the *Environmental Protection (Noise) Regulations 1997* was determined to be achievable through standard operational management measures, with the acoustic report providing the following recommendations:
- Specific restrictions being applied the use of dock no. 3 during night-time hours; and
- Limiting the maximum number of patrons for the tavern to 450 patrons during day period, and 350 during night periods.

A condition of approval requiring ongoing compliance with the acoustic report recommendations is an appropriate mechanism for enforcing these outcomes. Further discussion surrounding the likely conditions of development approval is provided within the full assessment at **Appendix E**.

6.3 LANDSCAPE PROPOSAL

By Urbis - Urbis has prepared a landscape concept plan for the redevelopment, which considers the entire site but primarily the key public realm areas including the high street, town square as well as Marmion Street and the bus port entry area.

The key landscape strategies for the development are explained in Section 7.3, with a full copy of the master plan provided at **Appendix F**.



6.4 STORMWATER MANAGEMENT PLAN

By BG&E – a Stormwater Management Strategy report has been prepared. It proposes that stormwater is collected onsite will be predominately discharged from site via existing infrastructure servicing the site. Stormwater discharging from site will adopt the “Regime in Balance” strategy, which permits post-development flows leaving a site to be the same as the pre-development flows. Pre-Development for this project is the existing site prior to the proposed re-development.

Where practical, stormwater will be retained and disposed of onsite via infiltration within rain gardens and underground storage devices located under at-grade parking areas. Stormwater collected onsite that will discharge into the City of Melville stormwater drainage networks will have the “first flush” events treated via water quality treatment devices located prior to the connection point with the off-site stormwater network.

The Strategy is provided at **Appendix G**.

6.5 WASTE MANAGEMENT PLAN

By Veolia – an effective Operational Waste Management Plan (OWMP) is currently in place which details the existing waste management processes at Westfield Booragoon. Through the detailed design process, this OWMP will be expanded to account for the new and modified uses, with a detailed description of waste management practices anticipated as a condition of development approval. The detailed nature of these practices cannot be confirmed at this preliminary stage, given it is subject to confirmation of specific land uses/tenancies.

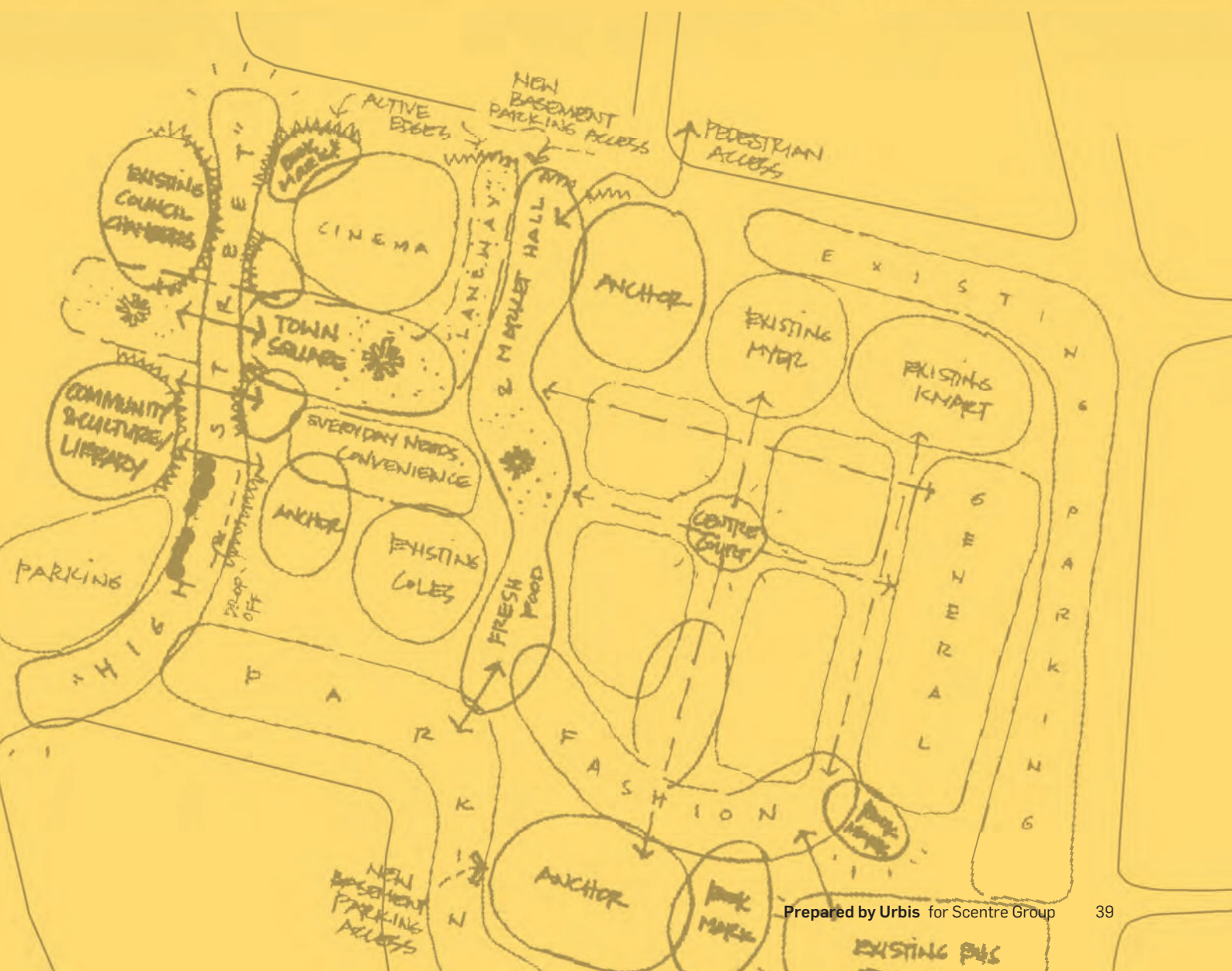
The existing OWMP (included at **Appendix H**) details the current processes in place including waste systems, waste management practices and responsibilities, equipment, bin quantity and sizes and service and collection frequencies.

7.0 THE BEST DESIGN OUTCOME

7.1 DESIGN EVOLUTION THROUGH STATE DESIGN REVIEW

The design of the proposed expansion has been informed through ongoing engagement with the State Design Review Panel (SDRP), with the design evolving significantly throughout the process to respond to feedback received. SDRP presentations were held on 7 July, 18 August and 29 September 2020.

The SDRP process provided an avenue for additional dialogue to verify the development proposal with particular focus on context and character, legibility, amenity, aesthetics and landscape quality.



SDRP 01

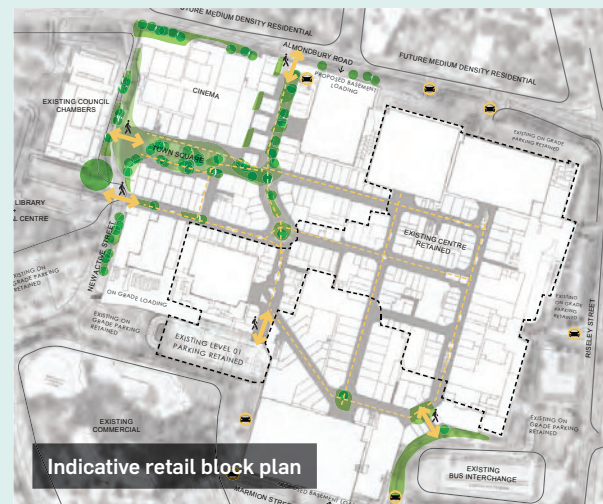
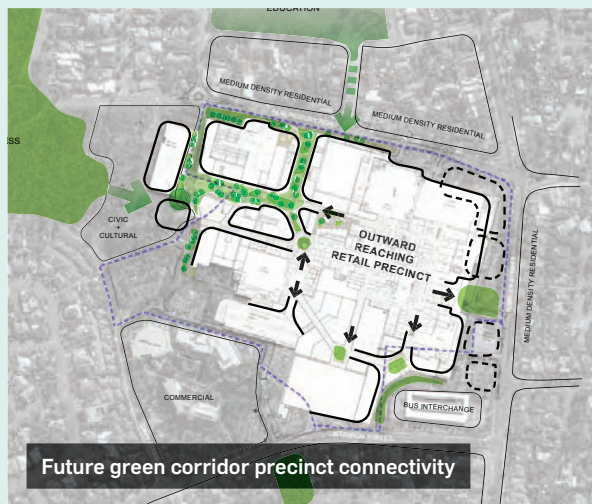
The State Design Review Panel Process provided an avenue for additional dialogue to verify the development proposal with particular focus on context and character, legibility, amenity, aesthetics and landscape quality.

The first of three panel discussions focused on defining the site context and local character to ensure legible connections have been established in alignment with the greater street network and future activity centre plan. The bulk and scale of the proposed development was compared against the future frame site to ensure longevity of the existing street character and the strength

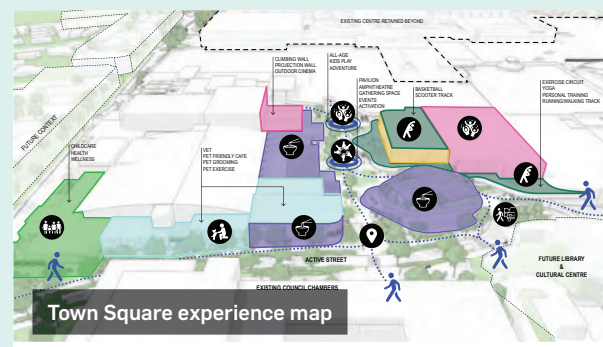
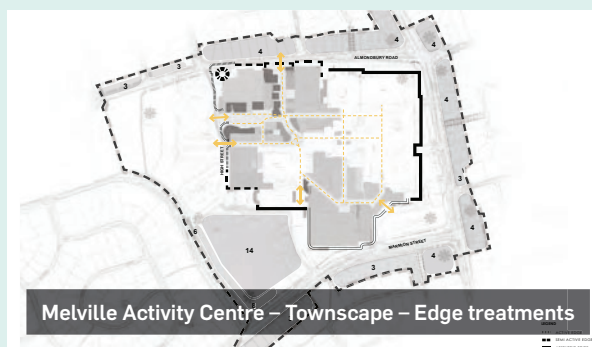
of connectivity and amenity in the proposed pedestrian and vehicular entry points.

The below diagrams from SDRP 01 confirm the move from an introspective retail centre to an outward reaching active development.

Introduction of a green corridor connecting the north Apple Cross Senior High School to the ELP establishes the framework for the future City of Melville site adjacent to connect seamlessly into Wireless Hill through the central public realm. This is further reinforced in the indicative retail block plan, with critical pedestrian access points and the proposed high street extending Links Road south to connect into Davy Street.



The discussion further clarified active edge façade hierarchy established by the Structure Plan, and the intention for the ELP to function as an active High Street supported by a diverse and experience driven retail offer as noted in the diagrams below:

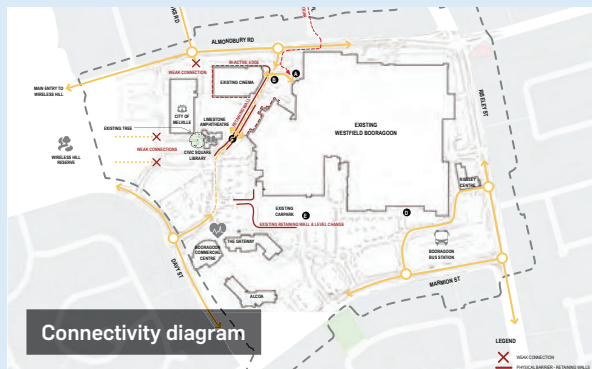


The design development focused on bleeding the local neighbourhood façade character of the northern High Street further south to incorporate the entertainment box and loading dock to achieve a holistic High Street elevation.

The landscape strategy was advanced to achieve a compelling green street edge, equally complimentary of pedestrians and low speed vehicles. This strengthened the thematic link to Wireless Hill, with additional mature planting though the public realm to ensure a balance between public activity, retail and a continuous green thread. The Connectivity Diagram below confirms the

extension of the existing street network through the proposed development to create a series of key nodal points along the high street and the ELP. The relationship between the key nodal points then creates a series of community gathering spaces connecting the street edge, and ELP to the internal centre network. These are further introduce three east west axis' connecting the two street edges to provide a framework for future development.

The ELP plan below confirms the extent of design development in the ELP, noting the micro precincting strategy ensures a mix of open public event and passive dwell spaces directly linked to greater community needs and increased outdoor amenity.



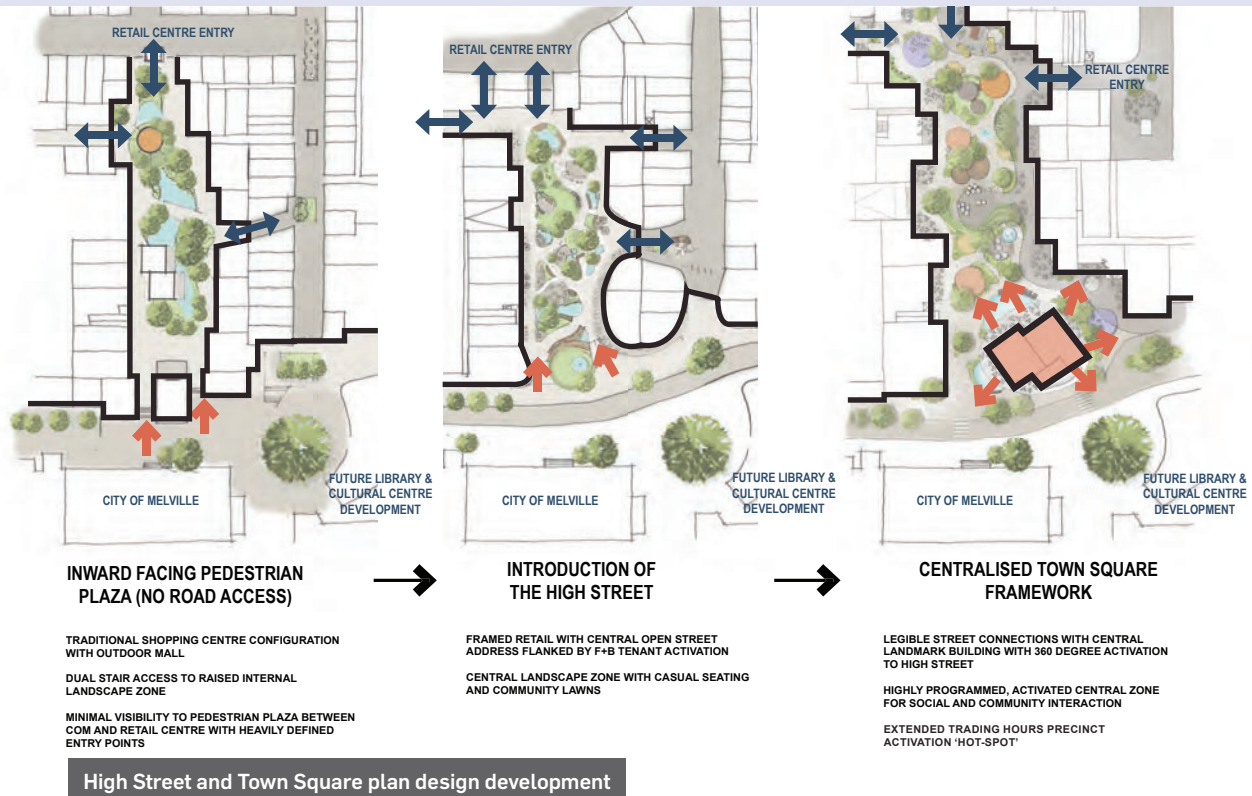
Further consideration was given to the Marmion Street façade and street edge condition. The revised façade design introduced articulated masonry cladding to both the primary built form and the vehicular ramp. This worked to create variation across the length of Marmion Street using two panel types and contrasting material finishes to break down the street edge building mass. The layering concept was enhanced to ensure vehicular ramps maintain visibility for customer wayfinding between existing on grade parking and the new basement. Additional civil coordination accommodated landscaped edges to required shared paths at the site perimeter and the addition of mature street trees.



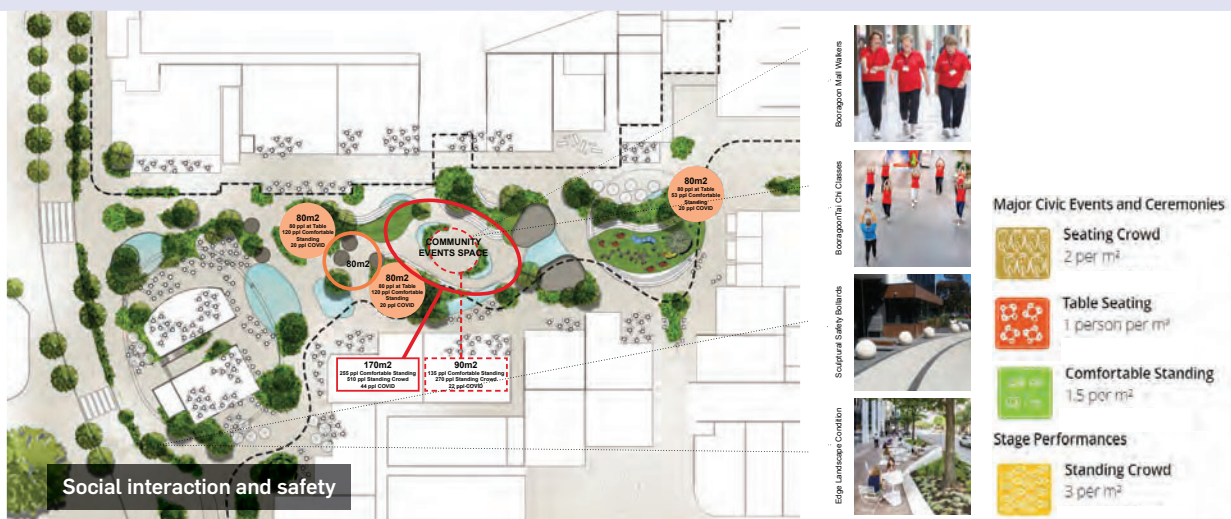
SDRP 03

SDRP #3 focused on confirming the extent of the two staged delivery featuring the High Street and ELP in Stage one.

The below diagrams demonstrate the design evolution of the ELP and the legibility of built form and public amenity of the High Street. Here the precinct plan progressed to include a central landmark building with 360 degree aspect bringing the highly programmed heart of the ELP to the street edge, encouraging stronger activation across the central zone. The location further reinforces connection to both the central and southern portions of the High Street to ensure connectivity to the future Library and Cultural Centre.



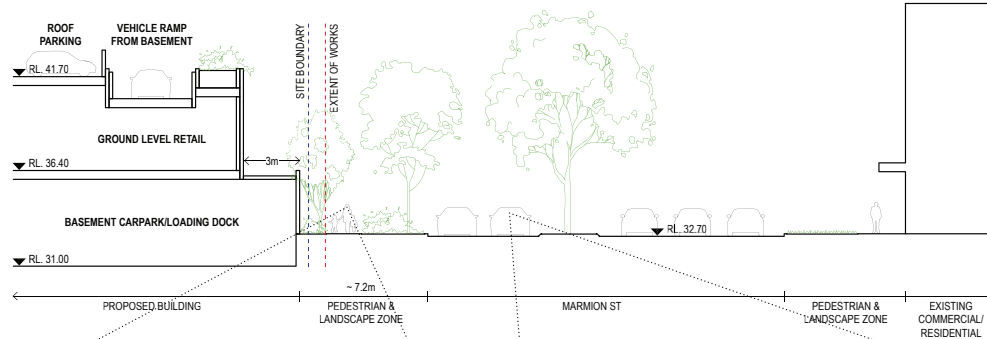
The below diagram confirms the existing community groups (Tai Chi Club, Mall Walkers) the proposed ELP central landscape zone is specifically designed to accommodate. In addition to the larger scale civic events and small casual seating zones throughout.



In response to the feedback received, Marmion Street façade was redesigned to accommodate a continuous green canopy to the site perimeter further enhancing the stepping of the built form back off the street edge. Low level stacked stone retaining walls were introduced to accent the pedestrian shared path and extended through to the vehicular ramp grounding the form. Façade panelling gains greater expression through variation in both the profile and material finish.



KEY PLAN



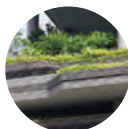
PEDESTRIAN VIEW



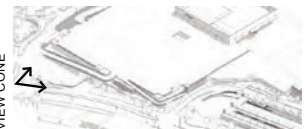
DRIVER VIEW



MARMION STREET



VIEW CONE



Following feedback received in the third review and through further design consideration, the following key updates were made as part of this lodged application:

- The Entertainment and Leisure Precinct has been reoriented from the previously proposed east-west alignment to a north-south alignment, located centrally along the high street.
- The realigned ELP and integrated flowing roof form presents more strongly to the north and improves sightlines and access into the ELP. It also more successfully delivers on its important civic role and facilitates greater activation.
- The ELP has been reshaped to benefit from solar access and permeability to and from the high street.
- The mall entrance has been brought closer to and is not more visible from the main street.
- Intuitive wayfinding for incidental paths through the mall has been improved. In addition, covered access and shelter outdoor leisure areas have been further development.



DA Submission Precinct Plan - Stage 01

7.2 ARCHITECTURAL DESIGN STATEMENT

Situated to the northern edge of the Beeliar Regional Park Lake Chain (comprising 19 lakes) amongst the trail linking the southern areas of the Canning River System to the Swan River. Booragoon was significant to the Whadjuk Noongar people, providing Wetlands supporting an abundance of wildlife, a richness in vegetation, habitat and refuge. Utilised as a camp site with ample food supplies, Booragoon was recognised as 'a meeting place by the water' supported by the distinctive characteristics of Wireless Hill adjacent.

Aligning with future height patterns of the surrounding frame sites between 2 and 4 stories, the built form comprises brick, off form concrete, stacked stone, timber and framed glazing to ensure coherence with the existing street scape and articulation of the local neighbourhood identity. Extension of the existing perimeter landscape canopy to surround the proposed development further enhances the external character.

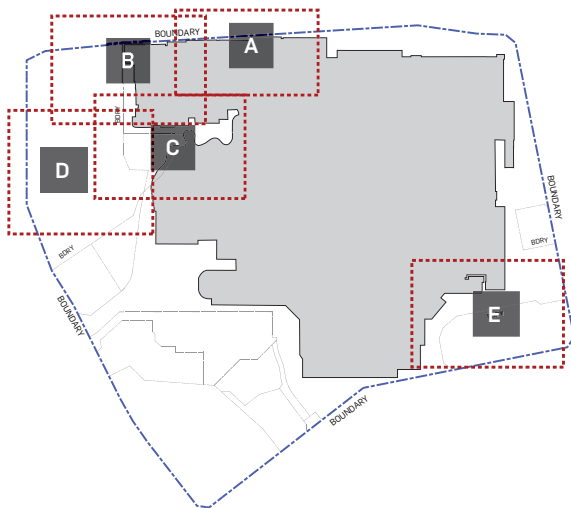
Unifying the existing neighbourhood and tracks from Bragor Place, the new public stair and major pedestrian entry on Almondbury Road creates a meaningful legibility to the street edge, with a visible connection to active retail frontages above and clear sight lines into pedestrian and vehicle entries at ground level.

The proposed High Street extends the Safe Active Street Network from Links Road directly into an experience-led outdoor entertainment and leisure precinct (ELP) capitalising on Perth's idyllic climate and outdoor lifestyle.

Inspired by the forms of water in nature, the ELP seeks to re-establish community gathering as a core amenity. Providing a series of flexible and programmable public spaces that re-imagine tradition piazza retail to prioritise connecting public realm with the needs of existing local community groups, and casual outdoor activities. Creating a deep sense of place through family focused dining, central event spaces, kids play, raised lawns and water features accented by mature landscaping inspired by the Wireless Hill Parkland.

Designed as an iconic expression of local values, Westfield Booragoon transforms a typical inward seeking mall into a vibrant outward reaching retail hub at the heart of Melville Activity Centre. Introducing a new Fresh Food Market, Convenience Mall and Outdoor Dining and Leisure Precinct, cinema upgrade and major entertainment offer in Stage 1, supported by basement and rooftop parking off Almondbury Road. This will be followed by a luxury fashion mall extension and additional rooftop and basement parking accessed via Marmion Street and Andrea Lane in Stage Two.





Each key landscape characteristics of each area is summarised below.

A - Almondbury Road Entry	<p>Key elements:</p> <ul style="list-style-type: none"> ▪ Clear and defined entry to the centre that acts as an instinctive pedestrian way-finding node. ▪ Provide access from primary arrival points such as car and bus parking. ▪ Align access to the internal mall with key external pedestrian path network. ▪ Built form and materiality relates to the local residential context. ▪ Integrating gathering and circulation spaces. ▪ Potential to retain existing trees where possible.
B - High Street	<p>Key elements:</p> <ul style="list-style-type: none"> ▪ Create a primary entry to Westfield Booragoon. ▪ Provide universal access from car and bus parking. ▪ Acts as an instinctive pedestrian way-finding node. ▪ Adapts the landscape treatments to respond to built form. ▪ Provides a pedestrian connection to the Melville Council precinct and Wireless Hill.
C - Event Plaza - Centre Entry	<p>Key elements:</p> <ul style="list-style-type: none"> ▪ Provides the primary gathering/destination space for the local community and visitors. ▪ Links internal retail space to primary access and parking. ▪ A variety of landscape treatments/forms allow for a wide range of gathering and event spaces. ▪ High quality landscape finishes aid in wayfinding and aesthetic impression. ▪ Integrating lightweight solutions that allow planting and structure on slab. ▪ Working with levels to allow for planting and trees above basement/services.
D - Council/Community Interface	<p>Key elements:</p> <ul style="list-style-type: none"> ▪ A space dedicated to community activity, events and celebration. ▪ Features significant retained planting that enhances the precinct parkland vision. ▪ A multi-purpose space allowing for recreation, congregation, access and transition that expresses a unique identity. ▪ Opportunity for a symbiotic relationship with Westfield Booragoon. ▪ Manage substantial level change between the street and pedestrian courtyard space. ▪ Prioritise pedestrian access requirements across the High Street.
E – Bus Port Entry	<p>Key elements:</p> <ul style="list-style-type: none"> ▪ Clear and defined universal entry to centre. ▪ Access to the pedestrian concourse and path network. ▪ Features wayfinding, gathering and entry signage ▪ Planting scheme to enhance arrival aesthetic.

8.0 STATE PLANNING ASSESSMENT

8.1 SUMMARY OF KEY DOCUMENTS

The table below outlines elements of the State planning framework considered relevant to the subject site, with a more detailed assessment of key State Planning Policies provided in the following sections.

Table 4 State Planning Assessment

Document/Plan and Site Relevance	Comment	Complies
Metropolitan Region Scheme The subject land is zoned 'Urban' in the metropolitan areas key statutory land use planning document	Retail and food/beverage and entertainment uses are consistent with the applicable MRS zoning, as is the scale of the development.	✓
Perth and Peel@3.5 million and Central Sub-Regional Planning Framework Perth and Peel@3.5 Million is the supplementary document to Directions 2031, providing guidance for the future development of the metropolitan Perth and Peel region to facilitate an increase in population to 3.5 million people.	The redevelopment is entirely consistent with the principles of the Framework. Most notably, the major improvements to the entertainment and food and beverage offerings within the development also meet these principles by strengthening local business and diversifying employment opportunities, as well as improving the centre's attraction and entertainment value overall.	✓
State Planning Policy No.4.2 – Activity Centres for Perth and Peel (including Draft Policy currently out for public comment) This is the primary document guiding activity centre development in the metropolitan area. Westfield Booragoon is identified as a secondary centre. Development is to be consistent with the Melville City Centre Structure Plan.	The Melville City Centre is identified as a secondary centre under this Policy. Consistent with Table 3 of SPP 4.2, the proposed development provides a diverse mix of retail (department stores, discount department stores, supermarkets and specialty retail) as well as provide for major offices and professional services. Consistent with the diversity performance targets, a minimum of 40% diversity will be achieved, accounting for 'other land uses' such as the expanded cinema, proposed commercial tenancies and office, and existing commercial development currently provided within the Melville City Centre. Noting that the Draft Policy aspires towards achieving a 1:1 ratio of retail vs non-retail uses, the proposal seeks to maximise these other uses in order to contribute towards a diverse city centre. The Melville City Centre is an important focus for public transport, with the Booragoon Bus Station being a major high frequency bus station. The development further seeks to reduce carparking rates to 3.77 bays per 100sq.m NLA (as part of Stage 2, including the cinema and commercial tenancies). While a Retail Sustainability Assessment (or an Impact Test under the Draft Policy) would ordinarily be required for a major expansion within a secondary centre, given the previous AMP proposal included an RSA for a greater level of floorspace and this was accepted by decision makers, it was agreed that an updated RSA would not be required to support this proposal.	✓

8.2 STATE PLANNING POLICY NO.7.0 – DESIGN OF THE BUILT ENVIRONMENT

SPP 7.0 – Design of the Built Environment provides guidance on design quality and built form outcomes. The policy sets out 10 design principles to inform assessment and design review. Of note is the emphasis on the performance-based approach to policy and design assessment.

The project team, as outlined in the design evolution story at Section 7.0 and architectural design statement, has undertaken this exact approach, which has been presented to the State Design Review Panel on three occasions. The design approach has consistently been to assess the local and unique characteristics of the centre and local area, history and linkages of the site, understanding the broader State and City of Melville objectives for the Melville City Centre and approaching built form controls with those factors in mind.

The proposals consistency with SPP 7.0 and specifically the 10 principles is outlined below.



CONTEXT AND CHARACTER

Overview

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

- Create distinctive and memorable places, with reference to social, economic, and environmental conditions and history.
- Avoid imitation of existing features but use the surrounds for interpretation. Respond sympathetically to local building forms and patterns of development.
- Respond positively to the intended future character of the area and is of a density in line with projected growth.

Response

This development:

- Works to enhance the existing site features and responds to the Melville residential setting through landscape treatment, material selection and built form
- Draws on its surrounding environmental context being situated on the northern edge of the Beeliar Regional Park Lake Chain (comprising 19 lakes) amongst the trail linking the southern areas of the Canning River System to the Swan River.



LANDSCAPE QUALITY

Overview

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

- Outdoor and public spaces are important, they should be designed with people in mind, be attractive and comfortable, and create identity.
- Consider environmental conditions like access to green infrastructure, urban tree canopy and solar access.
- Employ soft and hard landscape elements to create engaging spaces.
- Provide equitable access and appropriate shelter.

Response

This development:

- Develops a distinctive landscape character setting.
- Creates safe, active, vibrant public spaces for the local and greater community.
- Enhances the movement network and improves accessibility through the use of landscape.
- Unifies the wider precinct, taking cues from Wireless Hill, to present the centre as a destination within a parkland setting.



BUILT FORM AND SCALE

Overview

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.

- Buildings can define open spaces by enclosing them.
- Good design delivers buildings and places of scale that responding to existing characteristics and minimise impacts on the public realm.
- Scale, massing and height should respond positively to that of adjoining buildings and patterns. The orientation, proportion and composition of built form elements should define the public domain, contribute to character and provide good amenity for people at ground level.

Response

This development:

- Provides variety in scale and treatment of building elevations and facades
- Presents a range of heights across the site consistent with the Structure plan
- Expresses key pedestrian entries and internal 'streets' through changes in building height
- Highlights key corners locations and activity points with appropriate height and scale
- Provides external activation, with new entries and shopfronts around major new entry points
- Creates a pedestrian-scale built form and articulation at street level to all frontages which have nil or minimal setbacks.



FUNCTIONALITY AND BUILD QUALITY

Overview

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

- Provide spaces suites to intended purpose and ease of use.
- Provide flexible and adaptable spaces.
- Consider the life cycle of a proposal and mitigation of climate change impacts.
- Accommodate services in an integrated manner, without detriment to appearance, function and serviceability.

Response

This development:

- Provides a robust structural layout and pattern that builds on the existing retail layout that is ideal for future adaptation as retail and consumer demands change over time.
- Provides key precincts and areas of activity are formed along with the street network with break points, open spaces and external viewing points to help create legible wayfinding and continuous and varied experiences for visitors.
- Provides a series of pedestrian-scale city blocks that provide a regular, legible movement network from the carparking areas, the bus station, or the high street, through the site.



SUSTAINABILITY

Overview

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

- Consider water sensitive urban design principles and facilitate green infrastructure.
- Provide optimal orientation and nature ventilation and harness renewable water cycle management.

Response

This development:

- Will achieve a 5 Star Green Star rating, and 4.5 star NABERS for energy and water, by 2025.
- Utilises optimal orientation for new public spaces.
- Will incorporate high efficiency systems and plants, as well as photovoltaic array on the centre roof.



AMENITY

Overview

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.

- Provide a mix of uses that work together to create viable environments that contribute to the local community and culture.
- New development should offer a range of uses and activities that contribute to vitality throughout the day and week, and provide choices in housing, shopping, employment and entertainment.
- Provide well designed external spaces.
- Provide well designed internal rooms and spaces, with good access to daylight and outlook.

Response

This development:

- Incorporates a diverse range of retail, hospitality and entertainment land uses that will inject energy and activity into the Melville City Centre, particularly after hours with the cinemas and extent of restaurants proposed.
- Will expand the range of goods and services available to local residents and visiting shoppers.
- Integrates better with external areas and the outside environment by providing new public spaces and connecting into adjoining sites such as the City of Melville Council Offices and surrounding areas.



LEGIBILITY

Overview

Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

- Make places easy to navigate, with recognisable routes and well-connected to existing movement networks.
- Consider sightlines and important vantage points.
- Access and circulation should contribute to a fine grain network of direct and connected routes within and beyond a site and create permeable blocks.
- Externally, buildings should allow their purpose to be easily understood.

Response

This development:

- Provides a more legible pedestrian network, with identifying routes connecting through to the internal malls.
- Includes easily identifiable and understood precincts and division of land uses – including the entertainment and leisure precinct, visible from the proposed high street and other uses.



SAFETY

Overview

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

- Maximise opportunities for passive surveillance of public and communal areas.
- Provide well-defined and lit access points.
- Provide a positive, defined relationship between public and private spaces.
- Design vehicle transport routes with safety in mind and mitigate negative impacts on pedestrian amenity.

Response

This development:

- Injects additional workers, shoppers and visitors to the centre, particularly in the evenings, indirectly enhancing the visibility and safety of the centre.
- Provides for casual surveillance of key spaces from within and outside the development.
- Provides separate and identifiable servicing access points.



COMMUNITY

Overview

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.

- Encourage social engagement and physical activity.
- Places should create continuity with the past and respond to new social, market and environmental demands.

Response

This development:

- Responds to local community needs and encourages social engagement through creation of a town square and meeting place which will be a central and cultural heart for the centre, with opportunities for casual meeting as well as cultural events and festivals.
- Promotes inter-generational activities which will bring people together from all walks of life.



AESTHETICS

Overview

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.

- Deliver outcomes that are logical and guided by the quality of experiential qualities that it will provide.

Response

This development:

- Has been informed by a comprehensive State Design Review Panel process, with the design evolving directly in response to the comments received. A detailed outline of the process and design evolution is provided at **Section 7.1**.

8.3 STATE PLANNING POLICY NO.7.2 – PRECINCT DESIGN

SPP 7.2 – Precinct Design and associated guidelines assist in ensuring appropriate land use planning and design outcomes in relation to precincts. The guidelines include 7 design elements, with each to be addressed in a tailored and performance-based way.

While in draft format, the proposal responds to a number of the performance-based design objectives to achieve design excellence within a complex activity centre environment. The following provides a brief overview of how the design has responded to the 7 design elements.



URBAN ECOLOGY

Overview

Precinct design should seek to protect and enhance urban ecology with a focus on integrated, place-responsive outcomes. Developing an understanding of the built and natural features, and systems of a precinct and their relationship to wider context is the basis for sustainable development.

Response

The development takes cues from its local and historical context being situated on the northern edge of the Beeliar Regional Park Lake Chain. Booragoon was significant to the Whadjuk Noongar people, providing Wetlands supporting an abundance of wildlife, vegetation, habitat and refuge. It was utilised as a camp site and a 'meeting place by the water' supported by the distinctive characteristics of Wireless Hill.

Inspired by the forms of water in nature, the ELP seeks to re-imagine its ecological history through promoting community gathering as a core amenity. Providing a series of flexible and programmable public spaces that re-imagine tradition piazza retail to prioritise connecting public realm with the needs of existing local community groups, and casual outdoor activities. Creating a deep sense of place through family focused dining, central event spaces, kids play, raised lawns and water features accented by mature landscaping inspired by the Wireless Hill Parkland.



URBAN STRUCTURE

Overview

The urban structure of the precinct should be robust, flexible and permeable to support the intended function and built form. The urban structure should also be place responsive with careful consideration of its physical, cultural and economic context, and integration with the surrounding urban fabric and landscape.

Response

The overall structure of the design aims to a well-defined movement network to and through the precinct than what is provided currently. Opportunities to improve legibility to the centre have been identified through the orientation of the high street which has also considered safety and amenity functions. The design has sought to future proof for future retail expansion, through designating land south of the site for this purpose, acknowledging that finer grain activity and food and beverage/entertainment uses will be concentrated towards Almondbury Road and the high street.



BUILT FORM

Overview

Precinct built form should be designed in response to the urban ecology and urban structure of the precinct. Built form design should support the development of a range of typologies to provide choice and affordability. It should also support the development of a built environment that is place and functionally appropriate in development intensity, bulk and scale.

Response

The design seeks to evolve the centre from an inward focused traditional shopping centre to an outward looking and active centre which addresses its external environment. It acknowledges that due to its purpose and the need for appropriate access and servicing, that not every interface can be activated. On that basis, the activity and energy has been channelled to the west of the site through the creation of a high street and town square, and acknowledging that Riseley Street, being the highest speed environment, will provide an attractive edge although screened for loading and servicing.



MOVEMENT

Overview

The movement network should support the identified precinct function and provide for the safe, legible and efficient movement of people and goods to and through the precinct. Precincts should be accessible by a range of transport modes including walking, cycling, public transport, on-demand services, cars and delivery vehicles.

Response

The development, while focussing heavily on increasing pedestrian and bike access to the centre, acknowledges that car-based trips will remain the predominant form of travel. The proposed high street will be designed in a manner which slows traffic right down to ensure pedestrians have priority through use of design and landscape treatments (soft landscaping, paving types), while also providing for public transport. The design limits servicing and loading to the remaining 3 frontages – Riseley and Marmion Street, and Almondbury Road, with separate service access provided to limit any conflict. New carparking is provided in the form of basement and rooftop parking, to ensure appropriate concealment however also ease of access for customers.



LAND USE

Overview

Land use planning should reflect the role of the precinct in its wider context. It should reflect community needs and consider current and intended future activities and functions, alongside broader trends. Diverse and adaptable land uses will support improved place outcomes, social interaction, civic engagement and access to goods, services and employment.

Response

The proposal is a significant shift from the historical retail-based shopping centre to a diverse activity centre, with Stage 1 focusing on a high-quality entertainment and food and beverage offer. This reflects the shift in retailing in recent times, with the tenancy mix to reflect local community needs and desires as well as broader trends. The centre has been designed in a flexible and adaptable way to ensure transition of uses as trends shift over time. The high street and town square will be flexible spaces, encouraging place activation and social interaction both within and outside typical shopping centre hours.



PUBLIC REALM

Overview

Public realm design should reflect precinct function. The public realm should comprise diverse, well-connected, functional and enriching places. A well-designed public realm is essential for the well-being of a community. It provides opportunities for active transport, relaxation, recreation, connection and contemplation, and will contribute to a precinct's character and sense of place.

Response

The landscape and public realm design response has been developed in conjunction with the architectural response. The design of the private/public realm, being the high street and town square specifically, has taken thematic cues from the local surroundings including Wireless Hill. In this regard, the landscape strategy seeks to build on a framework of existing endemic trees to integrate into the centre, also assisting with way-finding and passive surveillance.

Acknowledging that shopping centres can be harsh environments, the landscape strategy also incorporates an urban canopy response to the periphery of the centre, with the retention of landmark trees on the high street.



SERVICES AND UTILITIES

Overview

Services and utilities should be located and designed in an integrated manner without detriment to the ongoing functionality, appearance, safety and serviceability of the precinct. The location, design and management of services and utilities in the public realm should complement its activities, function and sense of place.

Response

The servicing and utility strategy for the development has sought to achieve efficiency through co-location of areas and provision of separate access to avoid conflict. From a design perspective, servicing areas will be suitably screened from public view through design responses, aiming to minimise negative impacts on the public domain. The draft Waste Management Plan at **Appendix F** further presents the waste management strategy for the expansion.



9.0 LOCAL PLANNING ASSESSMENT

9.1 MELVILLE CITY CENTRE ACTIVITY CENTRE STRUCTURE PLAN (ACSP)

The Melville City Centre Activity Centre Structure Plan (ACSP) provides the primary planning controls guiding development for the subject site, including the overarching objectives for the centre and associated controls around land use, development form and layout. The ACSP was first adopted in 2014, with the framework largely reflecting the AMP development concept for the centre at the time.

Westfield Booragoon is located within the 'Centre Core', and within the 'Garden City' and 'High Street' precincts under the ACSP 'Plan 1 – Structure Plan Map' (refer **Figure 10**).

Figure 10 ACSP - Structure Plan Map



The overarching objective of the ACSP is to create a lively streetscape and a pedestrian friendly environment and accommodate uses commensurate with an activity centre. These objectives are commonplace for a contemporary activity centre of this scale.

In essence, whilst the Scentre Group vision for the redevelopment of Westfield Booragoon varies in some aspects from the initial AMP redevelopment concept, the

best practice elements of a contemporary centre and focus on a high quality pedestrian high street and town square, consistent with the ACSP, are still achieved.

An assessment against the key requirements and land use provisions of the ACSP is provided below. A comprehensive review of the proposal against the key development and design provisions (design, townscape, development and staging) is provided at **Appendix I**.

9.1.1 LAND USE

The Westfield Booragoon redevelopment will accommodate a broad mix of retail, commercial and entertainment land uses, which are typical of a contemporary major centre. The broad intent for the land use composition is to focus retail activities within the main shopping mall and encourage food and beverage type activities within the entertainment and leisure precinct.

Part 7 of the ACSP provides guidance on the land use intent for the structure plan precincts, including specific land uses which are intended to be 'as-of-right' uses within each precinct. It is recognised that the release of the *Planning and Development (Local Planning Scheme) Regulations 2015* has altered the ability for land use permissibility to be implemented through an activity centre structure plan. As a result, to enable flexibility and certainty, this development application seeks approval for a broad range of typical land uses, implemented through the following recommended condition of planning approval:

'This approval is for 'Child Care Premises', 'Cinema / Theatre', 'Consulting Rooms', 'Convenience Store', 'Fast Food Outlet / Lunch Bar', 'Market', 'Medical Centre', 'Office', 'Recreation - Private', 'Restaurant / Café', 'Shop' and 'Bulky Goods Showroom' as defined under the City's Local Planning Scheme No. 6.

Internal modifications to these approved land uses do not require further planning approval from the City'

Further discussion on the potential conditions of approval is provided at **Section 10** and **Appendix J** of this report. As demonstrated in **Table 5** below, the majority of these land uses are 'P - Permitted' uses within both the 'Garden City' and 'High Street' precincts and are thereby entirely appropriately placed within the site. The only exception is 'Bulky Goods Showroom', which is discretionary in both precincts. The intent behind including the 'Bulky Goods Showroom' use within this condition is to enable operations which are entirely appropriate within a retail centre, but technically defined as 'Bulky Goods Showroom' to be placed within the site without requiring further land use approvals.

Examples of these type of uses include furniture and homeware stores, household and electrical appliance stores, and fitness stores. In practice, a 'Bulky Goods Showroom' business would only be feasible within the Westfield Booragoon shopping centre where their operations are appropriate in a retail setting and suit a typical retail tenancy floor plan.

Table 5 Proposed Land Use Permissibility Assessment

LAND USE	CENTRE CORE (GARDEN CITY) PERMISSIBILITY	CENTRE CORE (HIGH STREET) PERMISSIBILITY
Child Care Premises	P	P
Cinema / Theatre	P	P
Consulting Rooms	P	P
Convenience Store	P	P
Fast Food Outlet / Lunch Bar	P	P
Market	P	P
Medical Centre	P	P
Office	P	P
Recreation - Private	P	P
Restaurant / Café	P	P
Shop	P	P
Bulky Goods Showroom	D	D

In addition to these generic land uses, this development application also seeks land use approval for a 'Tavern' shown on the development application plans. A Tavern is a 'D' - Discretionary land use within the High Street precinct, meaning some exercise of discretion is required. To inform the exercise of discretion, the following demonstrates the Tavern is entirely appropriately placed in the High Street:

- The Tavern will assist in achieving the ACSP's objective of increasing the entertainment offering at the centre and increasing activation and activity outside of standard retail operating hours.
- The Tavern is located at a landmark corner, providing the gateway to the entertainment and leisure precinct. This corner location provides activation of both the high street and adjacent entertainment and leisure precinct. This activation is further enhanced by the design of the tavern, which includes external alfresco spaces fronting the high street.
- The Acoustic Report provided at **Appendix E** of this report confirms that the Tavern will meet the requirements of the noise regulations through minor operation controls.

Suggested condition wording for approval of the Tavern use is provided at **Section 10**.

9.1.2 STAGING ASSESSMENT

Part 9 of the ACSP provides specific guidance on the triggers and associated requirements to be provided as part of each stage of redevelopment. The following table demonstrates that the Westfield Booragoon redevelopment addresses all the requirements which remain applicable to the redevelopment.

Table 6 ACSP Staging Assessment

Staging Requirements	Provided	Compliance
9.1 – Requirements for construction of an additional 5,000sq.m of shop-retail floorspace		
9.1.1 - The entire high street vehicular and pedestrian connection	The high street is included as part of the Stage 1 redevelopment.	✓
9.1.2 - The new town square / piazza;	The entertainment and leisure precinct is included as part of the Stage 1 redevelopment.	✓
9.1.3 - The mixed use community facility / library (should the location of the proposed high street impact on the current library location);	The proposed high street will require the removal of the existing library. The replacement value of the library is subject to ongoing negotiations between Scentre Group and the City, with any redevelopment of the library being outside of the scope of this development application.	✓
9.1.4 - 100% of the buildings surrounding the town square / piazza and fronting both sides of the core of the high street;	All development fronting the high street development and the entertainment and leisure precinct is included as part of the Stage 1 redevelopment.	✓
9.1.5 - At least 2,000 m ² of non-retail commercial floorspace;	The proposed expanded cinema is approximately 5,700sq.m, with additional commercial and office floorspace provided. Together with existing non-retail uses in the City Centre, this development will far exceed the non-retail diversity requirement of the ACSP.	✓
9.1.6 - The critical road and intersection upgrades as outlined in Plan 5 and Table 2 (Although the extent and staging of works should be subject to a re-assessment should there be a significant reduction in the amount of proposed retail floorspace developed).	The key peripheral road upgrades have been previously completed, and the majority of the critical road upgrades to intersections adjoining the site will be undertaken as part of this application. However, a review of the need for upgrades has been undertaken through the Transport Impact Statement, in light of the reduction in floorspace from the previous AMP redevelopment concept. Refer to Section 9.1.3 of this assessment for a summary of the 'critical' and 'peripheral' road upgrades.	✓
9.2 – Residential Dwelling Requirements		
...residential dwellings at a ratio of 2 dwellings per 1,000m ² of additional retail NLA floorspace are to be provided within the structure plan area. ...	The Westfield Booragoon redevelopment will provide nearly 37,000sq.m of additional floorspace, requiring at least 73 residential dwellings to be provided in the structure plan area. Since the adoption of the ACPS, it is estimated that approximately 190 dwellings have been granted development approval in the structure plan area, which are at various stages of sale and construction. This includes the Iris Amara City Gardens Apartments at Davy Street, which will provide 120 residential units. This development has advanced to pre-sale stage with over 60% pre-sales achieved at the time of preparing this application.	✓

Staging Requirements	Provided	Compliance
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9.3 – Peripheral Road and Intersection Upgrades

... the peripheral road and intersection upgrades as outlined in Plan 6 and Table 3 are required to be completed within 5 years of the commencement of operation of the retail floorspace expansions. ...	Refer to Section 9.1.3 of this report and Appendix B - Transport Impact Assessment.	Refer to Section 9.1.3 of this report and Appendix B
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9.4 – Legal Agreement for Dwellings

Prior to the approval of any application to commence major development, a legal agreement, supported by a caveat on title, is to be entered into by the applicant with the City and the WAPC to ensure that the residential dwellings are constructed in accordance with Clause 9.2.	<p>The number of dwellings to be constructed within the ACSP areas will far exceed the requirements of Clause 9.2.</p> <p>Most notably, there is also evidence to demonstrate that the 120 dwellings as part of the Iris Amara development is substantially progressed.</p> <p>As a result, this requirement is now considered obsolete, and is not necessary for the Westfield Booragoon redevelopment.</p>	Obsolete – does not apply to this development
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9.1.3 'CRITICAL' AND 'PERIPHERAL' ROAD UPGRADES

Tables 2 and 3 of Part 10.1 of the ACSP identifies a number of road and intersection upgrades which are required to be completed upon expansion of the retail floorspace of the centre. These upgrades are broadly categorised as:

- 'Critical' Upgrades (Table 2 of the ACSP)– being upgrades to the adjoining road network, to be provided prior to the construction of an additional 5,000sq.m or more of shop-retail floorspace.
- 'Peripheral' Upgrades (Table 3 of the ACSP) – being upgrades to the wider road network, to be completed within 5 years of the commencement of operation of the retail floorspace expansions.

A number of these identified road upgrades have since been completed, including the peripheral upgrades to the key intersections of Riseley Street / Cannign Highway (identified as P1) and Riseley Street / Leach Highway (identified as P2).

The ACSP acknowledges that both the 'critical' and 'peripheral' upgrades may be subject to re-assessment where there is a significant reduction in the proposed retail floorspace. Given the Westfield Booragoon redevelopment seeks approximately 100,000sq.m of shop/retail floor space in lieu of the 120,000sq.m enabled by the ACSP, a review of these upgrades was undertaken by SLR Consulting as summarised in **Appendix B** of this report.

The following table summarises the status of these upgrades at the time of writing this report, confirms further upgrades to be completed as part of this project, and provides an explanation on any upgrades which are no longer planned to be undertaken.

Table 7 Status of Upgrades

Intersection	Acsp Upgrades	Proposed Status / Action
Critical Road Upgrades		
C1 Almondbury Road & new High Street (N1 in TIA)	To be determined Suitable agreed intersection	<p>A new full movement access roundabout connecting with Links Road will be provided as part of the redevelopment works.</p> <p>The new intersection achieves a Level of Service A for all modelled scenarios.</p>
C2 Almondbury Road & Car park Entry/Exit (west) (N3 in TIA)	New round-about	<p>No changes to the existing intersection is proposed.</p> <p>Relocation of the roundabout is no longer required – the redevelopment will utilise the existing access round-about, driveway and internal road for car park access.</p> <p>The intersection achieves a Level of Service A for all modelled scenarios.</p>

Intersection	ACSP Upgrades	Proposed Status / Action
Critical Road Upgrades		
C3 Almondbury Road & Car park Entry/Exit (east) (N6 in TIA)	New round-about	Convert the existing 'T' access to a roundabout access point. This intersection achieves a Level of Service A for all modelled scenarios.
C4 Riseley Street, Coomooro Road & Almondbury Road (X3 in TIA)	Intersection Upgrades	Provide separate through and right turn lane on the western Coomooro Road approach and adjustments to the Almondbury Street departure leg to the intersection. This will result in a slight worsening of the intersection performance (Level of Service D/E), but an overall improvement in the intersection safety.
C5 Riseley Street & Minor Eastern Shopping Centre Entry / Exit (E4 in TIA)	Closure and reinstatement	No changes to the existing intersection are required. This intersection achieves a Level of Service A for all modelled scenarios.
C6 Riseley Street & Main Eastern Shopping Centre Entry / Exit (E3 in TIA)	Removal of internal round-about and installation of connected traffic signals Extension of right turn pocket on Riseley Street.	No notable changes to the existing signalised intersection are proposed. This is consistent with the access arrangement approved as part of the 2017 AMP approval.
C7 Riseley Street Bus Station Entry / Exit (E2 in TIA)	Closure of entry for buses travelling south, to be reconfigured as an exit to the north.	Minor modifications to the intersection are proposed to provide a dedicated right-in lane for northbound traffic. This intersection achieves a Level of Service A for all modelled scenarios.
C8 Riseley Street & Marmion Street (X2 in TIA)	Construction of addition north bound lane.	No changes to the existing intersection are required. The intersection achieves a worst-case scenario of Level of Service D, which remains an acceptable traffic modelling outcome.
C9 Marmion Street Bus Station Entry / Exit (S3 in TIA)	Closure of entry for general public	No changes to the existing intersection are required. The intersection achieves a worst-case scenario of Level of Service B, and the proposed access is consistent with the 2017 AMP approval.
C10 Marmion Street & Andrea Lane (S1 in TIA)	Road Modifications and installation of traffic signals	Previously completed.
C11 Marmion Street & Davy Street (X1 in TIA)	Minor modifications to signals and line-marking	No changes to the existing intersection are required. The intersection achieves a worst-case scenario of Level of Service C, and the proposed access is consistent with the 2017 AMP approval.
C12 Davy Street & new High Street (W1 in TIA)	Re-location of round-about	No changes to the intersection are required. The intersection achieves a Level of Service A for all modelled scenarios, and the proposed access is consistent with the 2017 AMP approval.

Intersection	ACSP Upgrades	Proposed Status / Action
Periphery Upgrades		
P1 Riseley Street / Canning Highway intersection	To be determined. Minimum requirement to be the closure of access from the north except for left turn only, and modification to traffic signals.	Completed
P2 Riseley Street/ Leach Highway intersection	Additional right turn lane on Riseley Street towards Leach Highway Extension of left turn lane on Riseley Street towards Leach Highway Extension of right turn pocket on Leach Highway.	Completed
P3 Marmion Street/ North Lake Road intersection	Minor modifications to line-marking and traffic signals	Given the minor nature of these upgrades, the modifications have not been assessed as part of this redevelopment.
P4 Canning Highway/ Norma Road intersection	Installation of new traffic signals	Not proceeding. Subsequent to the endorsement of the Structure Plan, MRWA advised the City of Melville that upgrade item P4 at the Canning Highway/Norma Road intersection was not supported. Based on further liaison with the City regarding this matter, there is broad agreement that there is no need and nexus of this intersection to this development.
New Access Point		
Almondbury Road / Site Access (N5 in TIA)	New round-about	An additional roundabout access point is proposed from Almondbury road. This access point is required to provide access via a ramp structure to the new rooftop parking areas.

9.2 LOCAL PLANNING STRATEGY

The City of Melville Local Planning Strategy provides the guiding strategies and principles for urban planning matters in the municipality, which are intended to translate in statutory outcomes through the implementation of Local Planning Scheme No. 6. The local planning strategy is intended to provide guidance over a 20-year horizon, and therefore documents the long-term intent for development within the municipality.

With regard to the Melville City Centre including Westfield Booragoon, the Local Planning Strategy notes the Canning City Centre as the framework to guide land use, development and investment opportunities in this centre. The strategy also continues to champion the opportunities to diversity the retail offering within the centre and implement a lively high street with active uses. As noted within Section 9.1 above, this development application continues to implement these key principles.

9.3 LOCAL PLANNING SCHEME NO.6

The subject site is zoned 'C1 - Centre' with a residential density of RAC-0 under the City's LPS 6. In accordance with clause 16 of LPS 6, the objective of the 'C1 – Centre' zone is to:

- 'Provide for City Centre development including retail, commercial and residential development and gives due regard to the Melville City Centre Structure Plan'.

A majority of the applicable land use and development controls are contained within the ACSP, with a comprehensive assessment provided in Section 9.1 of this report.

9.4 LOCAL PLANNING POLICIES

Section 3.6 of the ACSP confirms that the City's local planning policy framework does not apply to the structure plan area, unless otherwise specified in Part 1 of the ACSP. Based on this, assessment of the local planning framework should be limited to the following:

- LPP1.5 - Energy Efficiency in Building Design Local Planning Policy
- LPP 1.8 - Crime Prevention Through Environmental Design of Buildings
- LPP 2.2 - Outdoor Advertising and Signage

These policies are considered the following sections.

9.4.1 ENERGY EFFICIENCY IN BUILDING DESIGN LOCAL PLANNING POLICY (LPP 1.5)

LPP 1.5 encourages the incorporation of environmentally sustainable and energy efficient design principles in building design. This is achieved through considered a number of energy efficient design principles. The following measures have been built into the Westfield Booragoon redevelopment to address these requirements:

- The western façade fronting the high street is predominately glazed. The heat impacts of this glazed façade is managed through the integrated awnings and a setback of the shopfronts. The angled pillars along the façade also assist in providing afternoon shade.
- Photovoltaic systems will be installed on the main shopping centre roof.

Scentre Groups waste reduction and recycling uptake targets will be applied through the redevelopment, as outlined within the Waste Management Plan at **Appendix H** of this report.

9.4.2 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN OF BUILDINGS (LPP 1.8)

LPP 1.8 guides the use of building design to reduce crime and anti-social behaviour, focussing on key areas such as passive surveillance of the streetscape and public spaces, avoiding blind corners and ensuring landscaping design does not obstruct views of the public spaces. A core driving objective of the Westfield Booragoon redevelopment is to transform the existing inward focussed centre into a vibrant outward reaching retail hub. As a result, the redevelopment adopts many of these designing out crime initiatives, including the following specific design elements:

- The building facades fronting the high street and entertainment and leisure precinct are predominately glazed facades, maximising opportunities for surveillance.
- The landmark corner at the intersection of Almondbury Road and the high street is designed as a semi-transparent glass block façade. As the gateway point to the high street, this corner given an initial impression of a high activity high street.

9.4.3 LOCAL PLANNING POLICY 2.2 – OUTDOOR ADVERTISING AND SIGNAGE

Advertising signage within the City of Melville is regulated by the city's LPP2.2 – Outdoor Advertising and Signage. LPP 2.2 intends to guide the design and use of land for advertising signs within the City. Based on the sign typologies listed in LPP 2.2, the policy framework does not anticipate LFDS. Accordingly, the proposal has been assessed against the objectives of LPP 2.2 in **Table 8**, to demonstrate compliance.

Table 8 Assessment Against LPP 2.2 Objectives

OBJECTIVE	COMMENT	COMPLIANCE
To encourage good quality, well considered advertising signage within the City of Melville.	The proposed LFDS will be constructed to a high architectural standard and integrated with a landscaped wall providing an entry statement to the shopping centre. The content of the sign will be controlled by AustRoads requirements, with traffic and lighting studies provided with the application concluding that compliance is achieved.	✓
To maintain and enhance levels of visual amenity through the control of advertisement clutter.	The proposed LFDS is an innovative proposal which will contribute to the overall vibrancy and vitality of the area. The design and scale of the sign is considered to be responsive to the areas existing character, and consistent with its desired role and function of the Booragoon Secondary Centre. The sign will also provide an opportunity to consolidate business signage in the area.	✓
To ensure signage does not present a hazard or obstruction to pedestrians or motorists.	The sign will be controlled by AustRoads requirements, with traffic and lighting studies provided with the application concluding that compliance is achieved.	✓
To ensure all commercial signage is designed to be consistent with, and appropriate to, the location and function of the site it serves.	The sign is considered appropriate within the activity centre context. The location is entirely appropriate being at a key entrance to the shopping centre which will support retail, commercial and mixed use development.	✓
To protect the significant characteristics of buildings, streetscapes and the general amenity of the area.	<p>The LFDS will introduce an element of interest to the streetscape, whilst being mindful of driver safety. It is considered that the sign will have a limited impact on the amenity, safety and welfare of the community. The proposed sign does not obscure any key views to important heritage or landscape features.</p> <p>The sign content will also be closely regulated and will not comprise any animation, moving, flashing or sound. The sign will also feature LED technology, with automatic light adjustment functions, to ensure panel illumination levels are correct and respond to the level of current brightness.</p>	✓

10.0 CONDITION RECOMMENDATIONS AND APPROVAL TIMEFRAME

10.1 CONDITION RECOMMENDATIONS

Scentre Group acknowledge that the previous AMP approval (as approved in 2015 and amended on two occasions in 2017) included a number of conditions which would be directly relevant or transferable to this application.

However, given Scentre Groups alternative design proposal and the progression of various items including traffic improvements and the design of the high street since the original approval, this application provides a set of amended conditions. **Appendix J** highlights these conditions, noting any amendments and suggested deletions to the original (as amended) approval.

In addition to this, it is recommended the following additional approval conditions are incorporated to address the various land uses proposed:

1. *This approval includes a 'Tavern' land use at the location shown on plan 01.0813.*
2. *This approval is for 'Child Care Premises', 'Cinema / Theatre', 'Consulting Rooms', 'Convenience Store', 'Fast Food Outlet / Lunch Bar', 'Market', 'Medical Centre', 'Office', 'Recreation - Private', 'Restaurant / Café', 'Shop' and 'Bulky Goods Showroom' as defined under the City's Local Planning Scheme No. 6.*

Internal modifications to these approved land uses do not require further planning approval from the City'.

10.2 APPROVAL TIMEFRAME

With regard to the approval timeframe, it is noted that there is a preference by the State Significant Development Assessment Unit to impose a one year approval timeframe for substantial commencement as part of this process, given the need to promote and encourage shovel readiness and economy recovery.

Given the significance of this development however and the considerable detailed design work required prior to commencing construction of a development this scale, it is kindly requested that a 18 month approval timeframe is applied for substantial commencement. This is reflected in the revised condition wording at **Appendix J**.

11.0 CONCLUSION

The proposed expansion of Westfield Booragoon will be transformational for the Melville City Centre and will contribute significantly to economic and COVID recovery.

The redevelopment will:

- Provide the community, entertainment and dining heart for the Melville City Centre which has been lacking for many years.
- Underpin other strategic objectives of the City and State including ensuring locals and visitors have access to high quality shops, restaurants and entertainment.
- Place a high priority on pedestrian movement and wayfinding through the centre.
- Be shovel ready, and ready to commence construction of Stage 1 in 2023.

The design evolution process and alignment with the Melville City Centre Structure Plan has been demonstrated in detail in this report.

Urbis, Scentre Group and the project team look forward to working with the City of Melville, Department of Planning, Lands and Heritage and other stakeholders during the assessment process, and commencement of this project.

1. DESIGN PRINCIPLES

Part 11 of the ACSP provides an overarching character statement for each precinct in the ACSP, with a series of supporting design principles intended to achieve the character statement. The tables below demonstrate how the Westfield Booragoon redevelopment addresses the design principles applicable for the High Street and Garden City Precinct respectively.

Clause 6.5 and 6.6 also encourages the preparation of 'Acceptable Development Standards' to be prepared prior to the determination of a development application, as a means of illustrating the preferred way of achieving these design principles. Pre-lodgement consultation with the City of Melville and Department of Planning, Lands and Heritage confirmed that the preparation of these 'Acceptable Development Standards' was not expected for this application.

Table 1. High Street ACSP Design Principle Assessment

HIGH STREET DESIGN PRINCIPLES	SUMMARY OF PROPOSAL
11.1 Character Statement – High Street Precinct	
<i>The High Street Precinct is a pedestrian-friendly, vibrant and active place with a range of land uses</i>	<p>The High Street Precinct accommodates the new high street and ELP, both of which are designed as 'active streets' with external facing facades, which is supported by the active communal and play area.</p> <p>Section 7.1 of this report provides detailed summary of the design evolution of these spaces, which has been informed through three separate design review sessions with the SDRP.</p>
Activity	
<p><i>Encourage a range of active ground floor uses including eating and entertainment, community facilities, retail at ground level with high density residential, community uses and other commercial located primarily on the upper levels.</i></p> <p><i>Encourage the use of public spaces for temporary and/or permanent active uses.</i></p>	<p>The proposed high street extends the recently constructed Safe Active Street Network from Links Road directly into an experience-led outdoor entertainment and leisure precinct.</p> <p>The ELP layout incorporates a central space suitable for small scale temporary community events. This space uses the landscape design to naturally define the space, which is sleeved by tiered seating.</p>
Movement	
<p><i>Provide an active, intimate and attractive high street and piazza/town square.</i></p> <p><i>Encourage appropriate on-street parking.</i></p> <p><i>Car parking areas are generally not visible from the high street, piazza or public spaces.</i></p> <p><i>Buildings are to address the high street and/or piazza and encourage pedestrian movement.</i></p>	<p>The high street incorporates a drop-off area adjacent to the southern end of the ELP which increases the convenience of this space.</p> <p>All new parking areas are provided at the basement and roof levels, generally screened from view.</p> <p>All new development along the high street and entertainment and leisure precinct is outward looking addressing the external spaces, and the high street is designed as a low speed pedestrian shared zone.</p>

HIGH STREET DESIGN PRINCIPLES	SUMMARY OF PROPOSAL
Urban Form	
<p><i>Developments are consistent with the relevant Edge Treatment requirements of Part 12.</i></p> <p><i>Buildings are to be designed to facilitate an intimate and human-scaled place.</i></p> <p><i>Buildings are to be designed to complement or include high quality landscaping, street furniture and street trees.</i></p> <p><i>The design and development of new buildings should:</i></p> <p><i>Minimise overshadowing in the middle of the day on public open space, major pedestrian streets, and adjacent properties especially in the cooler months.</i></p> <p><i>Minimise potential overshadowing of residential dwellings (both within the development itself and to neighbouring buildings).</i></p> <p><i>Signage should be unobtrusive, elegant and complement building designs.</i></p>	<p>The Edge Treatment requirements are addressed to Section 2 of this assessment.</p> <p>The detailed design commentary provided in Section 5 and 7 of this report demonstrates how the redevelopment achieves best practice urban design principles, including human scale.</p> <p>The landscape strategy for the development integrates sustainable design practices and adaptive, robust, green infrastructure through introduced planting and water conservation. This includes the integration of Water Sensitive Urban Design planting to enhance the planting scheme and water retention opportunities.</p> <p>Drawings 01.4000 - 01.4003 demonstrate that overshadowing to adjoining spaces is limited.</p> <p>While indicative signage locations for centre branding and major tenants is shown on the development plans, signage details will be addressed through a condition of approval.</p> <p>The application does however include a proposal for a digital sign at the corner of Marmion Street and Andrea Lane addressed in Section 5.6 of the application.</p>

Table 2. Table 7 Garden City Precinct Design Principle Assessment

GARDEN CITY PRECINCT DESIGN PRINCIPLES	SUMMARY OF PROPOSAL
Character Statement	
<p><i>The Garden City Precinct is the retail heart of the city centre and will evolve from a 'big box' form to better integrate with and enhance surrounding streets.</i></p>	<p>The primary focus for the existing centre to transform from a typical inward seeking mall into a vibrant outward reaching activity hub.</p> <p>This is achieved through introducing a new fresh food market, convenience mall and entertainment and leisure precinct at Stage 1, supported by basement and rooftop parking off Almondbury Road. This will be followed by a luxury fashion mall extension and additional rooftop and basement parking accessed via Marmion Street and Andrea Lane in Stage 2.</p>
Activity	
<p><i>Encourage shop-retail uses as well as other land uses wherever possible.</i></p>	<p>The land use condition requested as part of this application (refer Section 10) actively encourages a range of land uses by removing the requirement for obtaining further land use approvals.</p>

GARDEN CITY PRECINCT DESIGN PRINCIPLES	SUMMARY OF PROPOSAL
<p>Movement</p> <p><i>Appropriately manage traffic, parking and accessibility issues with a particular focus on improving walking and cycling accessibility, whilst also allowing for vehicular access generally in accordance with Plan 4 - Access.</i></p> <p><i>Buildings are to be designed to encourage safe and comfortable pedestrian movement to and from other precincts.</i></p> <p><i>Provide parking areas in locations that allows co-ordinated access and strong pedestrian connectivity.</i></p> <p><i>Appropriate car, motorbike/scooter and bicycle parking provided on-site in accordance with projected need.</i></p>	<p>A core focus of the Westfield Booragoon redevelopment is to transform the existing shopping centre from a inward looking vehicle focussed design to an outward flowing layout encouraging interaction with the street.</p> <p>This is achieved through establishing the high street connection from Almondbury Road, which provides a pedestrian shared zone through the site and overcomes the challenging level changes of the existing centre.</p> <p>Parking is primarily provided at the basement and roof levels, ensuring large areas of parking does not obstruct ground level pedestrian movements and interaction with the street.</p> <p>Bicycle parking and end-of-trip facilities are proposed based on evidence-based utilisation rates at comparable centres. The rationale for the facilities provided is provided within the Transport Impact Assessment and at Section 5.4.1.</p>
<p>Urban Form</p> <p><i>Developments are consistent with the relevant Edge Treatment requirements of Part 12.</i></p> <p><i>Any development on the corners of Marmion Street and Riseley Street or Riseley Street and Almondbury Road may include a landmark element.</i></p> <p><i>Buildings designed to provide for surveillance (actual or perceived) of the street and/or common areas.</i></p> <p><i>The design and development of new buildings should:</i></p> <ul style="list-style-type: none"> <i>– Minimise overshadowing in the middle of the day on public open space, major pedestrian streets, and adjacent properties especially in the cooler months.</i> <i>– Minimise potential overshadowing of residential dwellings (both within the development itself and to neighbouring buildings).</i> <p><i>Provide opportunities to integrate signage with buildings.</i></p> <p><i>Development designed with high quality landscaping.</i></p>	<p>The Edge Treatment requirements are addressed in Section 2 of this assessment.</p> <p>Built form at the corner of Almondbury and Riseley Street is not modified by this application. The intersection of Marmion and Riseley contains the existing Transperth bus station, which is not proposed to be modified as part of this application.</p> <p>The redevelopment transforms the existing inward seeking mall into a vibrant outward reaching retail hub, significantly improving the surveillance over the street and communal areas. This is most prevalent in the entertainment and leisure precinct, which is sleeved by active uses orientated towards the communal space.</p> <p>Drawing No. SDC 01.4002 demonstrates that overshadowing to adjoining spaces is limited.</p> <p>Signage will be delivered through a condition of approval.</p> <p>The landscaping plan prepared by the Urbis proposes high quality hard and soft landscaping. Refer to Appendix D.</p>

2. DEVELOPMENT ASSESSMENT

Development Assessment Parts 8 and 10 of the ACSP provides the statutory standards for floorspace and general development standards. The following tables provide an assessment against the requirements applicable to the Westfield Booragoon redevelopment.

Table 3. Table 9 – ACSP Part 8 Assessment

REQUIREMENT	PROPOSED	COMPLIANCE
8. Permitted Retail and Non-Retail Commercial Floorspace Area		
<i>8.1 the amount of shop-retail floorspace (excluding eating and entertainment uses) within the structure plan shall not exceed 120,000m² Net Lettable Area (NLA)...</i>	Approximately 109,000sq.m of shop-retail floorspace (excluding eating and entertainment uses) is proposed as part of the overall redevelopment (Stages 1 is approximately 95,000sq.m)	✓
<i>8.2 The amount of non-retail commercial floorspace (excluding eating and entertainment uses) within the structure plan should not exceed 55,000m² NLA ...</i>	Approximately 1.700sq.m of non-retail commercial (excluding eating and entertainment) is proposed.	✓

Table 4. Table 10 – ACSP Part 10 Assessment

REQUIREMENT	PROVIDED	COMPLIANCE
10.1 - Movement		
<i>10.1.1 - The high street, town square/piazza and principal pedestrian connections are to be generally consistent with the locations shown on Plan 4. ...</i>	The Westfield Booragoon redevelopment provides the high street between the City of Melville civic building and the main shopping centre, consistent with the ACSP concept. The proposed entertainment and leisure precinct is entirely consistent with the ACSP indicative design and overall intent.	✓
<i>10.1.2 - Vehicular crossovers to lots within the Centre Core adjoining Marmion Street, Riseley Street and Almondbury Road are to be generally consistent with the designated vehicular crossover locations shown on Plan 1. ...</i>	Further discussion on the 'critical upgrades' and vehicle crossover points is provided at Section 9.1.3 and Appendix B of this report.	Refer to Section 9.1.3
<i>10.1.3 - The minimum provision of a footpath on both sides of all new streets, unless otherwise designated on Plan 4. ...</i>	The new high street includes a pedestrian pathway to the east and is designed as a pedestrian shared zone. An additional western pedestrian path was therefore considered unnecessary.	Minor Variation

REQUIREMENT	PROVIDED	COMPLIANCE
10.1.4 - Detailed drawings outlining the location and design of the high street are to be included as part of any development application for major development within the Garden City and High Street Precincts.	Detailed drawings of the high street are provided at within the development plan set - Refer to Drawing No. SDC 01.1000 and SDC 01.2003.	✓
10.1.5 - Parking for non-residential uses is to be provided at a maximum rate of 5 bays per 100m ² of NLA floorspace. ...	The proposal reduces parking from a current rate of 5.58 bays per 100sq.m NLA to 4.21 bays at Stage 1 and ultimately 4.03 bays at Stage 2 (including the cinema and commercial tenancies). Both stages are fully compliant with the maximum parking standards of the ACSP.	✓
10.1.7 - Large Development Applications shall be accompanied by a suitable Transport Plan. The Transport Plan is to including a Pedestrian and Cycling Access Plan, Parking Management Plan, Freight and Servicing Plan and a Public Transport Improvement Plan	A Transport Management (Green Travel) Plan is anticipated as a condition of approval. Preliminary detail regarding the matters outlined is however within the Transport Impact Assessment at Appendix B .	To be addressed through an approval condition
10.1.8 - The following road and intersection upgrades, as detailed in Part 2 of the structure plan report, summarised in Tables 2 & 3 and shown on Plans 5 & 6 are required for major retail development(s) in accordance with clause 9.1.6 and 9.3. (The extent and staging of works should be subject to a re-assessment should there be a significant reduction in the amount of proposed retail floorspace developed).	Refer to Section 9.1.3 of this report for discussion on the 'critical' and 'peripheral' road upgrades.	Refer to Section 9.1.3
10.2 – Urban Form (All Precincts)		
10.2.2 - A minimum building height of 2 storeys applies across the structure plan area, unless otherwise approved by the City.	A mix of single and two storey building height is provided across the redevelopment. The additional storey of development is provided in the area of greatest overall urban design benefit, which is along the western high street.	Minor variation

REQUIREMENT	PROVIDED	COMPLIANCE
10.2.3 - <i>Facades facing the high street and/or town square/piazza are to be articulated, coloured and detailed to present as individual, distinctive frontages similar to the traditional 'main-street' style to the satisfaction of the City.</i>	The landmark corner facades at the point of intersection of the high street and entertainment and leisure precinct have been the core focus of the pre-lodgement design review sessions. This has resulted in an exceptional architectural and urban design outcome which both draws people into the space and provides high level of activation. Earlier sections of this report provide detailed discussion of the design merits of this space.	✓
10.2.4 - <i>Ground floor frontages facing the high street and/or the town square/piazza are to generally be connected to provide a continuous urban edge. Continuous awnings shall provide shade and weather protection for pedestrians.</i>	A continuous urban edge is provided along the high street and throughout the entertainment and leisure precinct. Awnings to the high street are provided through the overhand of the development above, which creates a	✓
10.2.5 - <i>... 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 the future residential dwellings.</i>	An acoustic report addressing the potential noise sources within the redevelopment is provided at Appendix C . The report concludes that noise is capable of meeting the applicable regulations through management and operation controls.	✓
10.2.6 - <i>Service areas and car parking (except on-street) are to be predominately screened from public view.</i>	Loading docks 01, 02 and 04 are to be located in the upper basement level, and generally screened from view. Loading docks 03 and 05 are provided along the south façade, which is currently a low amenity, car dominated space. Loading docks 03 is partially sleeved from view of the high street by the new tenancies. Loading dock 5 is located a significant distance within the site, and will be removed through the Stage 2 redevelopment.	✓



REQUIREMENT	PROVIDED	COMPLIANCE
10.2.7 - All development is to be designed to incorporate Crime Prevention Through Environmental Design principles and be generally in accordance with the Crime Prevention Through Environmental Design of Buildings Local Planning Policy	CPTED principles including street level activation, natural surveillance, lighting and way finding cues have been incorporated through all stages of the redevelopment. Most notably, the use of high activity uses orientated towards the central entertainment and leisure precinct was a deliberate measure to ensure this communal space benefits from the perception of safety and surveillance.	✓
10.2.8 - Development on landmark sites is to be designed in a manner that recognises the site's strategic location. Development on landmark sites may include additional building height provided that the building(s) are of innovative, interesting and iconic design and relate well to streetscapes and public spaces, to the satisfaction of the City.	The intersection of Almondbury Road and the High Street is identified as a landmark site. As highlighted at Section 2 of this assessment, this landmark point is treated with a feature glass block facade, which creates distinct variation from the predominately masonry finishes for the remainder of the façade.	✓
10.3 - Urban Form (Centre Core)		
10.3.1 - Building heights are to be generally in accordance with the Building Height Plan (Plan 3), unless otherwise approved by the City.	The Westfield Booragoon redevelopment does not exceed the building heights of Plan 3 of the ACSP.	✓
10.3.3 - Development within the Centre Core requires appropriate high quality landscaping and public spaces to be provided consistent with an urban city centre environment, to the satisfaction of the City. Note: Landscaped roof and/or wall areas may be considered as landscaping provided that it is of a high quality and easily accessible (roof) and visible (walls).	The landscape plan provided at Appendix D of this report demonstrates the use of high quality landscaping, with a summary provided at Section 7.3 of this report.	✓
10.5 – Resource Conservation		
10.5.1 - Prior to major development the landowner is to prepare a Servicing, Loading and Waste Management Plan to the satisfaction of the City.	A draft Waste Management Plan is provided at Appendix F of this report. This is supported by analysis of the servicing and loading areas within the Transport Impact Assessment at Appendix B of this report.	✓

REQUIREMENT	PROVIDED	COMPLIANCE
10.5.2 - Unless otherwise approved through the preparation and approval of a Local Water Management Plan, all stormwater is to be contained onsite.	All stormwater is contained on site, as demonstrated in the stormwater plan provided at Appendix E of this report. Further details including a final Stormwater Plan and Strategy is anticipated as a condition of planning approval.	✓
10.5.3 - Developments are to include appropriate energy and conservation measures.	<p>The following will be incorporated in the Westfield Booragoon redevelopment:</p> <ol style="list-style-type: none"> 1) 5 Star Green Star rating, and 4.5 star NABERS for energy and water, by 2025. 2) Low water usage species selection. 3) Photovoltaic array on the centre roof. 4) Waste reduction and recycling uptake measures, as detailed within the waste management plan provided at Appendix F. 	✓
10.5.4 - Solar passive design principles should be considered in the detailed design of buildings.	The design and layout of the building has incorporated design elements to minimise heat impacts from the western orientation and maximise natural light infiltration into the proposed entertainment and leisure precinct. Section 7 of this report provides detailed information on the architectural drivers.	✓
10.5.5 - Building design should encourage water efficiency, wherever possible.	The landscape strategy for the development integrates sustainable design practices and adaptive, robust, green infrastructure through introduced planting and water conservation. This includes the integration of Water Sensitive Urban Design planting to enhance the planting scheme and water retention opportunities.	✓
10.5.6 - Unless otherwise agreed, developments should be in accordance with the Energy Efficiency in Building Design Local Planning Policy.	Section 9.4.1 of this report addresses the local planning policy framework.	✓

3. 'TOWNSCAPE' ASSESSMENT

Part 12 and Plan 2 of the ACSP provides the specific townscape outcomes which are sought across the activity centre, and corresponding guidance on the associated function and intended level of activity for these spaces. The townscape outcomes largely establish the hierarchy of activity across the site and is addressed in the table below.

Table 5. Table 8 ACSP Townscape/Edge Treatment Assessment

Feature	Location	Proposed
'Active Edge' Intent: Development to present to and activate the street frontage. Building to front the property boundary. Sleeving loading and servicing area	High Street	<p>The high street and adjoining entertainment and leisure precinct have been the subject of in-depth urban design input and design review, as explained in Section 7 of this report.</p> <p>The final design provides a pedestrian colonnade with a series of tenancies orientate towards the street. The shopfront tenancies are predominately glazed facades. Weather protection is provided through the overhang of the development above.</p> <p>Loading Dock No.3 is adjacent to the high street however is screened by the development and landscaping. Limited parking is provided to ensure the area is preserved as a pedestrian shared space.</p> <p>The perspective below illustrates the high street façade, also included the development plan set.</p> 
	Almondbury Road (West)	<p>Almondbury Road west will contain the high street entrance for the redeveloped centre. This pedestrian focussed space will contain the extended cinema and is finished with shopfront glazing and select patterned brickwork and integrated landscaping.</p> <p>The perspectives below provide the artists impressions of the pedestrian entrance and active street respectively.</p> 

Feature	Location	Proposed
'Possible Landmark Feature Location' Intent: Create grand entry statement. Enhance legibility and community focus. Unique or memorable. Architectural emphasis.	Almondbury Road/High Street Intersection	<p>The Almondbury Road/High Street corner is designed as an architectural feature, employing a unique glass block feature façade.</p> <p>The perspective below provides an artist's impression of this feature façade.</p> 
'Semi Active Edge' Intent: Passive semi-active street environments Landscaped front setbacks Windows overlooking the street. Do not support active functions such as retail and entertainment.	Almondbury Road (East)	<p>Limited redevelopment is proposed to the eastern portion of the Almondbury Road frontage. The only notable development in this area is the redeveloped major retail store (Myer), which is oriented inwards to the central mall, so as not to detract activity away from the active facades further west. This area also contains the loading dock access for docks 1 and 2.</p> <p>The façade treatments are basic in this area but softened with verge landscaping.</p>
'Aesthetic Edge' Intent: Façade to present well and to include architectural or landscape elements. Little scope to achieve a vibrant edge Minimal pedestrian footfall areas Landscaping or building screens	Marmion Street	<p>The south elevation fronting Marmion Street is utilised for basement parking access and other vehicle infrastructure such as ramp structures. This approach is consistent with its intended function as a low pedestrian footfall area.</p> <p>Regardless, the facades will still incorporate interest and high-quality finishes and architectural features, as demonstrated in the perspective below.</p> 
	Riseley Street	N/A - No redevelopment along Riseley Street is proposed by this application.

CONDITION RECOMMENDATIONS

Condition	Response
<p>Condition 1 - Prior to the commencement of each stage of the development as described in the Construction Management Plan, detailed designs for the road and intersection improvements as outlined by Plan 5 – 'Critical Road and Intersection Upgrade Plan' of the Melville City Centre Activity Centre Structure Plan related to that stage of the development, shall be submitted to and approved in writing by the Manager Statutory Planning, in conjunction with Main Roads WA and the Department of Transport. The implementation of works shall be undertaken in association with the phasing of the development as agreed by the approved Construction Management Plan</p>	<p>A minor modification to the condition is requested to reflect the actual upgrades being completed, which vary slightly from the upgrades outlined in the 'Critical Road and Intersection Upgrade Plan'.</p> <p>Condition rewording as follows (with modification highlighted bold):</p> <p><i>Prior to the commencement of each stage of the development as described in the Construction Management Plan, detailed designs for the road and intersection improvements as outlined within the SLR Transport Impact Statement dated August 2021 shall be submitted to and approved in writing by the Manager Statutory Planning, in conjunction with Main Roads WA and the Department of Transport. The implementation of works shall be undertaken in association with the phasing of the development as agreed by the approved Construction Management Plan.</i></p>
<p>Condition 2 (as amended) - Prior to the commencement of the development, detailed designs for the road and intersection improvements as outlined by Plan 6 – 'Peripheral Road and Intersection Upgrade Plan' of the Melville City Centre Activity Centre Structure Plan, excluding the upgrades associated with Norma Road, shall be submitted to and approved in writing by the City Manager Statutory Planning, in conjunction with Main Roads WA and the Department of Transport. The implementation of works shall be undertaken in association with the phasing of the development as agreed by the approved Construction Management Plan.</p>	<p>We request this condition is not applied to this development, given all 'Peripheral' upgrades (excluding Norma Road) have been undertaken. This condition is therefore now obsolete.</p>
<p>Condition 3 - Prior to the commencement of each internal or external intersection or road upgrade an independent Road Safety Audit for the intersection or road upgrade shall be prepared and submitted to the City for the approval of the Manager Statutory Planning. The Road Safety Audit team shall include representatives from Main Roads WA and the City or an adjoining local government. Unless otherwise agreed, the recommendations of the Road Safety Audit shall be implemented to the satisfaction of the City of Melville.</p>	<p>Retain condition.</p>
<p>Condition 4 - Prior to the commencement of development, a Parking Management Plan shall be submitted to and approved in writing by the Manager Statutory Planning. Once operational, the car parking associated with the development shall be managed in accordance with the approved Parking Management Plan.</p>	<p>Retain condition.</p>
<p>Condition 5 - Prior to the commencement of the development, a Travel Behaviour Change Plan, shall be submitted to and approved in writing by the Manager of Statutory Planning on the advice of the Department of Transport. Subject to an ongoing review process, the measures identified in the approved Travel Behaviour Change Plan shall be implemented to the ongoing satisfaction of the Manager Statutory Planning.</p>	<p>Retain condition.</p>

Condition	Response
Condition 6 - Prior to the commencement of the development, revised plans for the provision of a shared path around the perimeter of the site, with particular attention to reducing potential safety issues for cyclists and pedestrians at crossover locations, shall be submitted to and approved in writing by the Manager Statutory Planning. The agreed works shall be fully implemented in accordance with the approved plans and the Construction Management Plan.	DA plans illustrate proposal for path network. Suggest condition be deleted.
Condition 7 - Prior to the commencement of development, revised plans shall be submitted to and approved in writing by the Manager Statutory Planning to demonstrate End of Trip facilities including toilets, change rooms and showers and a minimum of 190 secure and covered bicycle racks and lockers for use by customers and staff of the centre. In addition, bicycle racks are to be provided in key locations around the site, including the provision of a minimum of 20 racks at each major ground floor entrance and within the high street. The agreed facilities shall be made fully available in accordance with the approved plans and in conjunction with the approved Construction Management Plan.	DA indicates EOT proposed which responds directly to utilisation rates at other and comparable centres, which differs to the requirement stated in this condition. Request condition be deleted or at a minimum, reworded to reflect proposed facilities.
Condition 8 - Prior to the commencement of development, plans for the siting of a taxi rank within the proposed high street, designed to accommodate a minimum of two taxi vehicles, shall be submitted to and approved in writing by the Manager Statutory Planning. The approved taxi rank shall be laid out and made available for use prior to occupation and in accordance with the Construction Management Plan phasing, and retained thereafter in perpetuity.	DA plans illustrate proposed access arrangements for high street. Request condition be deleted.
Condition 9 (as amended) - Prior to the commencement of the development, as described in the Construction Management Plan detailed designs for all car parking areas, including all associated bays, ramps, driveways and access points include in that stage shall be submitted to and approved in writing by the City Manager Statutory Planning. The car parking areas shall be constructed in accordance with the approved designs, and maintained thereafter to the satisfaction of the City.	Retain condition.
Condition 10 - Prior to the commencement of the development, a Loading, Servicing and Waste Management Plan shall be submitted to and approved in writing by the Manager Statutory Planning. The development shall thereafter operate in accordance with the approved Loading, Servicing and Waste Management Plan unless otherwise approved by the City.	Retain condition.
Condition 11 - Prior to the commencement of the development a Stormwater Management Plan shall be submitted to and approved in writing by the Manager Statutory Planning. The development shall operate in accordance with the approved Stormwater Management Plan unless otherwise approved by the City.	Retain condition.
Condition 12 - Prior to the commencement of any part of the development that fronts the proposed high street, a High Street Development Plan including (but not limited to) detailed floor plans, facades, elevations, perspectives and land uses, shall be submitted to and approved in writing by the Manager Statutory Planning. The development shall be constructed in accordance with the approved High Street Development Plan, unless otherwise approved by the City.	DA plans and landscape master plan illustrate a sufficient level of detail in relation to the proposed high street. Specifically, plan SDC 01.1000 provides a high level of detail regarding the spatial layout of the town square and key uses. Given the detail provided, it is requested this condition be deleted.

Condition	Response
Condition 13 - Prior to the commencement of the development of any part of the high street, a detailed High Street Civil Works Plan shall be submitted to and approved in writing by the Manager Statutory Planning. The development shall be constructed in accordance with the approved High Street Civil Works Plan unless otherwise approved by the City.	Retain condition.
Condition 14 - In respect of condition 12, unless otherwise agreed in writing by the Manager Statutory Planning, all ground level tenancies fronting the high street shall include within their shop front design, a fully operational pedestrian entry door(s) providing access and egress to and from the high street. The entry/egress doors shall remain in use during operational trading hours, and shall be retained in perpetuity to the satisfaction of the Manager Statutory Planning.	DA elevation plans illustrate proposed tenancy access. Request condition be deleted.
Condition 15 - Unless otherwise agreed in writing by the Manager Statutory Planning, all ground level tenancies fronting the high street shall have at least 70% of the façade facing the high street comprised of transparent (not frosted, reflective, heavily tinted or similar) glazing, bi-fold windows and/or doors in order to provide active frontages to the satisfaction of the City of Melville.	Request condition be deleted – glazing will be provided as per proposed elevation plans.
Condition 16 - Prior to occupation of any part of the development fronting the high street, a Place Management and Activation Strategy setting out the arrangements for the ongoing management of the high street shall be prepared to the satisfaction of the City of Melville. Unless otherwise agreed the plan is to be complied with for the duration of the development.	Retain condition.
Condition 17 - The proposed high street shall be subject to an Easement in Gross in favour of the 'public at large'. The easement is to be lodged with the Registrar of Titles for endorsement on the Certificate of Title for the subject lot. All costs are to be borne by the applicant. The easement shall be in place prior to the occupation of any part of the development that fronts the high street.	Suggested rewording: <i>The proposed high street as defined by Plan xxxxx shall be subject to an Easement in Gross in favour of the 'public at large'. The easement is to be lodged with the Registrar of Titles for endorsement on the Certificate of Title for the subject lot. All costs are to be borne by the applicant. The easement shall be in place prior to the occupation of any part of the development that fronts the high street.</i>
Condition 18 - Prior to the commencement of the high street development, a Memorandum of Understanding between the applicant and the City of Melville or other such agreement, shall be submitted to and approved in writing by the Manager Statutory Planning. The agreement shall include, but not be limited to, the provision of ground level treatments, materials proposed for use, street furniture proposed to be provided, and landscaping. The agreement shall establish the responsibilities of each party to ensure the delivery of consistent public realm.	Request condition be deleted – this is covered by Condition 21.
Condition 19 - A Construction Management Plan is to be prepared by the applicant and submitted to the Manager Statutory Planning for approval at least 30 days prior to the commencement of works. The Construction Management Plan shall detail how the construction of the development will be managed including the following: staging of construction including the implementation of other plans referred to in other conditions ...	Retain condition.

Condition	Response
<p>Condition 20 (as amended) – Lots 200, 17, and part Lot 52 shall be amalgamated to facilitate the proposed development. A legal agreement between the City of Melville and the landowner, requiring the landowner to complete the amalgamation shall be submitted to and approved in writing by the City Manager-Statutory Planning prior to the commencement of Construction of any portion of the development that crosses an existing lot boundary.</p>	<p>Amalgamation of Lot 200 and 17, creating Lot 500, has occurred with the Lot 52 land swap currently being undertaken. Suggest condition be reordered to reflect this as follows:</p> <p><u>Lot 500 and part Lot 52</u> shall be amalgamated to facilitate the proposed development. A legal agreement between the City of Melville and the landowner, requiring the landowner to complete the amalgamation shall be submitted to and approved in writing by the City prior to the commencement of Construction of any portion of the development that crosses an existing lot boundary.</p>
<p>Condition 21 - Prior to the commencement of each stage of the development as described in the Construction Management Plan, details of the exterior colours, materials and finishes for that stage of the development are to be submitted and approved in writing by the Manager Statutory Planning. Once approved, the development is to be constructed in accordance with those details.</p>	<p>Retain condition.</p>
<p>Condition 22 - Prior to the commencement of any works on site, a revised detailed elevation design for that part of the development highlighted on the Plan referenced 01.5300 (Revision B) to include fenestration, materials, signage and building illumination shall be submitted to and approved in writing by the Manager Statutory Planning. The development shall be constructed in accordance with the approved revised details to the satisfaction of the City.</p>	<p>It is considered that the lodged elevations provide a sufficient level of detail.</p> <p>Request condition be deleted.</p>
<p>Condition 23 - Prior to the installation of any external signage on site, a Signage Strategy, in accordance with Council Policy CP-093 Outdoor Advertisements and Signage, shall be submitted to and approved in writing by the Manager Statutory Planning. The Signage Strategy will, once approved, inform the provision of all signage proposed to the external façade of the development.</p>	<p>Retain condition.</p>
<p>Condition 24 - Prior to commencement of each stage of the development as described in the Construction Management Plan, any works; a detailed Landscaping Plan for the portion of the subject site and/or the road verge(s) adjacent to the stage site shall be submitted to and approved in writing the City. prepared to the satisfaction of the City of Melville. The Landscaping Plan shall include (but not be limited to):</p> <p>...</p> <p>The approved Landscaping Plan shall be implemented in a staged manner to align with the approved Construction Management Plan, with planting to be undertaken in the first available planting season for each developed phase after the initial occupation of that phase. All planted areas are to be maintained thereafter to the satisfaction of the City of Melville. Any species which fail to establish within the first two planting seasons following implementation shall be replaced in accordance with the City's requirements.</p>	<p>Retain condition.</p>
<p>Condition 25 – Prior to the commencement of works each stage of the development as described in the Construction Management Plan, the street tree/s to be retained within the verge are to be protected through the installation of a Tree Protection Zone (TPZ). Each TPZ is to be installed as per Australian Standard AS4970-2009 and in accordance with the following criteria to the satisfaction of the City Manager-Statutory Planning:</p> <p>...</p>	<p>Retain condition.</p>

Condition	Response
<p>Condition 26 - Prior to the commencement of each stage of the development, as described in the Construction Management Plan detailed plans of any proposed changes to trees, landscaping, reticulation or street furniture in the Almondbury Road, Riseley Street, Davy Street and Marmion Street road reserves shall submitted to and approved in writing by the City Manager Statutory Planning. The timing of these works shall be details in the approved Construction Management Plan.</p> <p>The plans shall include a proposed maintenance programme and identify the responsibilities of the landowner and/or the City in discharging these maintenance obligations.</p>	Retain condition.
<p>Condition 27 - Prior to the commencement of each stage of the development as described in the Construction Management Plan, a detailed Lighting and Illumination Plan for that stage of the development shall be submitted to and approved in writing by the Manager Statutory Planning. The approved Lighting and Illumination Plan shall be implemented in accordance with the phasing of the development as agreed by the approved Construction Management Plan.</p>	Retain condition.
<p>Condition 28 - Prior to the commencement of each stage of the development as described in the Construction Management Plan, a Public Art Strategy/Plan for that stage of the development shall be submitted to and approved in writing by the Manager Statutory Planning in consultation with the City's Public Art Panel. Public Art shall thereafter be implemented in accordance with the approved Public Art Strategy to the satisfaction of the City.</p>	<p>Request condition be deleted – public art will be delivered as part of the overall public realm strategy for the town square as documented in this application.</p> <p>This application does not propose an additional public art contribution or strategy which is consistent with the requirement of the ACSP.</p>
<p>Condition 29 (as amended) - Prior to the commencement of each stage of the development as described in the Construction Management Plan, the development details for the provision of external 'street furniture' shall be submitted to and approved in writing by the City Manager Statutory Planning. These details shall include, but not be limited to, the provision of seating; bike racks; shelters; bin surrounds and planter boxes.</p>	Retain condition.
<p>Condition 30 - Prior to the commencement of the development, a Shopping Trolley Management Plan shall be submitted to and approved in writing by the Manager Statutory Planning. Once completed, the development shall thereafter operate in accordance with the approved Shopping Trolley Management Plan, unless otherwise agreed to by the City.</p>	Retain condition.
<p>Condition 31 - Prior to the commencement of the development, a Graffiti Management Plan shall be submitted to and approved in writing by the Manager Statutory Planning. Once operational, the development shall be managed in accordance with the approved Graffiti Management Plan unless otherwise agreed to by the City.</p>	Retain condition.
<p>Condition 32 - Temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, 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 Manager Statutory Planning and unless otherwise agreed are to be removed prior to initial occupation of the whole development.</p>	Retain condition.

Condition	Response
<p>Condition 35 - <i>This decision is valid for a period of four years from the date of initial approval. If the subject development is not substantially commenced within the four year period, the approval shall lapse and be of no further effect.</i></p>	<p>As highlighted in Section 10, condition to be reworded as follows:</p> <p><i>This decision is valid for a period of 18 months from the date of approval. If the subject development is not substantially commenced within the 18 month period, the approval shall lapse and be of no further effect.</i></p>