



Statutory Planning Committee

Notice is hereby given that a meeting of the
Statutory Planning Committee will be held on:

**Tuesday 22 April 2014
9.00 am**

**Level 2, Room 2.40
One40 William Street
Perth**



**Tim Hillyard
WAPC Secretary**

Please convey apologies to Luke Downes on 6551 9549 or email
luke.downes@planning.wa.gov.au

Statutory Planning Committee

Membership:

Member	Representation in accordance with <i>Planning and Development Act 2005</i>	Term of office ends
Mr Eric LUMSDEN	Chairman, WAPC Schedule 2 clause 4(2)(a)	04/11/2016
Ms Gail McGowan	Director General, Department of Planning Schedule 2 clause 4(2)(b)	Ex officio
Mr Martin CLIFFORD	Nominee of the Regional Minister Schedule 2 clause 4(3)	14/10/2015
Ms Elizabeth TAYLOR	Community representative Schedule 2 clause 4(2)(d)	05/11/2014
Mr Ian HOLLOWAY	Professions representative Schedule 2 clause 4(2)(e)	05/11/2014
Vacant	Local government representative Schedule 2 clause 4(2)(f)	
Ms Megan BARTLE	WAPC appointee Schedule 2 clause 4(2)(g)	05/11/2014
Ms Sue BURROWS	WAPC appointee Schedule 2 clause 4(2)(g)	05/11/2014

Quorum: 4

In accordance with the Western Australian Planning Commission (WAPC) Standing Orders 2009, 3.7 - Quorum for meetings:

(2) A quorum for a meeting of a committee is at least 50% of the number of offices (whether vacant or not) of members of the committee.

Role:

The Statutory Planning Committee is one of four committees set up by the WAPC on 1 March 1995 upon proclamation of the *Planning Legislation Amendment Act (No. 2) 1994*.

Schedule 2(4)(4) of the *Planning and Development Act 2005*

The Statutory Planning Committee is the WAPC's regulatory decision-making body and performs such of the functions of the WAPC under the *Planning and Development Act 2005* and Part II of the *Strata Titles Act 1985* as are delegated to the Statutory Planning Committee under section 16 and such other functions as are delegated to it under that section. These functions include approval of the subdivision of land, approval of leases and licenses, approval of strata schemes, advice to the Minister for Planning on local planning schemes and scheme amendments, and the determination of certain development applications under the Metropolitan Region Scheme.

Delegated Authority (Del 2009/05)

Planning and Development Act 2005 Section 16(1)

- 2.1 Power to determine applications for approval to commence and carry out development lodged with or referred to the WAPC pursuant to the provisions of a region scheme.
- 2.2 Power to approve detailed plans requiring the subsequent approval of the WAPC as a condition of development approval pursuant to the provisions of a region scheme and power to confirm that conditions imposed by the WAPC on a development approval pursuant to the provisions of a region scheme have been complied with.
- 2.3 Power to determine whether or not proposals and the ongoing implementation of a region scheme comply with conditions (if any) applied pursuant to sections 48F and 48J of the *Environmental Protection Act 1986*.
- 2.4 Power to determine whether or not applications to commence and carry out development are of State or regional importance, or in the public interest, pursuant to any resolution of the WAPC made under a region scheme requiring such determination.
- 2.5 Power to request the Minister for Planning to approve the WAPC disregarding the advice of the Swan River Trust in whole or in part in relation to the approval of development of land within the Riverbank or Development Control Area as defined under the *Swan and Canning Rivers Management Act 2006* where the determining authority is the WAPC.
- 2.6 All functions of the WAPC as set out in -
 - (i) Sections 14(a), 14(c), 34, 97, 98, 100, 104, 105, 106, 107, 109, 110, 111, 134, 135, 136, 138, 139, 140, 142, 143, 144, 145, 147, 151, 153, 154, 157, 169, 185, 214, 215, 216 of the Act;
 - (ii) Town Planning Regulations 1967;
 - (iii) Regulations 21, 22, 24 and 27 of the Planning and Development Regulations 2009;
 - (iv) *Strata Titles Act 1985* or the provisions of a strata or survey-strata scheme;
 - (v) Strata Titles General Regulations 1996;
 - (vi) Section 52 and section 85 of the *Land Administration Act 1997*;
 - (vii) Section 40 of the *Liquor Control Act 1988*;
 - (viii) *Perry Lakes Redevelopment Act 2005*.
- 2.7 Power to determine requests for variations to plans of subdivision where WAPC approval is required pursuant to the provisions of an approved local planning scheme.
- 2.8 Power to provide comment on and grant approval to plans known generally as outline development plans, structure plans and similar plans, and to planning policies and similar documents or amendments thereto, requiring the approval or endorsement of the WAPC pursuant to the provisions of a local planning scheme.
- 2.9 Power to provide comments or advice on behalf of the WAPC to a local government or a redevelopment authority where a provision of a local planning scheme or a redevelopment scheme requires comments from the WAPC.
- 2.10 Power to execute and accept the benefit of easements in gross, covenants in gross, records on title and other instruments for dealings in land for subdivisions, strata subdivisions and developments in accordance with any applicable policy and legislation.

- 2.11 Power to make recommendations to the Minister for Planning in relation to requests from local governments to expend monies paid by subdividing land owners in lieu of setting aside free of cost to the Crown, areas of land for public open space, where such recommendations are in accordance with WAPC policy.
- 2.12 Power to determine whether or not a proposal is likely to have a significant effect on the environment pursuant to section 38(1) of the *Environmental Protection Act 1986* and to refer such proposal to the Environmental Protection Authority.
- 2.13 Power to waive or clear conditions affixed as conditions of approval.
- 2.14 Power to endorse diagrams and plans of survey and deposited plans involving the acquisition and resumption of land created pursuant to Part 11 of the Act and the *Land Administration Act 1997*.
- 2.15 Power to advise the Minister for Planning on any appeal or matter arising therefrom pursuant to Part 14 of the Act.
- 2.16 Power to defend and otherwise deal with applications for review lodged with the Administrative Tribunal and to appeal, defend, respond and otherwise deal with any matter that may be appealed to the Supreme Court on a question of law.
- 2.17 Power to defend, respond, appeal and otherwise deal with legal proceedings.
- 2.18 Power to prepare and approve, subject to the prior approval of the Minister for Planning, policies relating to planning matters and/or the functions of the WAPC, save and except for State Planning Policies under Part 3 of the Act.
- 2.19 Power to determine matters under Regional Interim Development Orders.
- 2.20 Such powers and functions of the WAPC as set out in-
- (i) Part 5 of the Act;
 - (ii) *Town Planning Regulations 1967*
- as are necessary for the preparation, promulgation and the making of recommendations in relation to the Improvement Scheme authorised by Improvement Plan No. 37 for the Browse Liquefied Natural Gas Precinct.

This meeting is not open to members of the public.

RELEVANT INFORMATION FOR MEMBERS

Disclosure of interests

In accordance with the *Planning and Development Act 2005* and Part 6 of the Standing Orders 2009, members of Committees (and certain employees) are required to disclose the following types of interests that they have or persons closely associated to them, have:

- direct and indirect pecuniary interests (financial);
- proximity interests (location); and
- impartiality interests (relationship).

A “**direct pecuniary interest**” means a relevant person’s interest in a matter where it is reasonable to expect that the matter if dealt with by the board or a Committee, or an employee in a particular way, will result in a financial gain, loss, benefit or detriment for the person.

An “**indirect pecuniary interest**” means a relevant person’s interest in a matter where a financial relationship exists between that person and another person who requires a board or Committee decision in relation to the matter.

A “**proximity interest**” means a relevant person’s interest in a matter if the matter concerns -

- (i) a proposed change to a planning scheme affecting land that adjoins the person’s land;
- (ii) a proposed change to the zoning or use of land that adjoins the person’s land; or
- (iii) a proposed development, maintenance or management of the land or of services or facilities on the land that adjoins the person’s land.

An “**Impartiality interest**” means an interest that could, or could reasonably be perceived to, adversely affect the impartiality of the member having the interest and includes an interest arising from kinship, friendship, partnership or membership of an association or an association with any decision making process relating to a matter for discussion before the board or a Committee.

Members disclosing any pecuniary or proximity interests for an item can not participate in discussion or the decision making procedure relating to the item and must leave the meeting room during the discussion of the item. Members disclosing an impartiality interest in an item must also leave the room during the discussion or the decision making procedure relating to the item unless the Committee, by formal resolution, allows the member to remain. The reason to allow a member to remain must be stated in the formal resolution and will be minuted.

Disclosure of representations

Where a member has had verbal communication with or on behalf of a person with an interest in a matter which is before a meeting, the member is to disclose the interest.

Where a member is in receipt of relevant written material (including email) from or on behalf of a person with an interest in a matter which is before a meeting, the member is to table the material at the meeting for the information of members and relevant employees.

ORDER OF BUSINESS

1. **Declaration of opening**
2. **Apologies**
3. **Members on leave of absence and applications for leave of absence**
4. **Disclosure of interests**
5. **Declaration of due consideration**
6. **Deputations and presentations**
7. **Announcements by the Chairperson of the board and communication from the WAPC**
8. **Confirmation of minutes - 8 April 2014**
9. **Reports (see attached index of reports)**
10. **Confidential items (see attached index of reports)**
11. **General business**
12. **Items for consideration at a future meeting**
13. **Closure** - next meetings will be held:
 - Ordinary meeting – 13 May 2014
 - Policy meeting – 22 April 2014



ITEM NO: 9.1

ENDORSEMENT OF ACTIVITY CENTRE STRUCTURE PLAN - MELVILLE CITY CENTRE

WAPC OR COMMITTEE: **Statutory Planning Committee**

REPORTING AGENCY: Department of Planning
REPORTING OFFICER: Senior Planning Officer, Metropolitan Planning Central
AUTHORISING OFFICER: Planning Director, Metropolitan Planning Central
AGENDA PART: C
FILE NO: SPN/0541/1
DATE: 9 April 2013
ATTACHMENT(S): Attachment 1 - Location Plan
 Attachment 2 - Aerial Photograph
 Attachment 3 - Structure Plan Map
 Attachment 4 - Indicative Land Use Plan
 Attachment 5 - Consultation Summary
 Attachment 6 - MRS Zoning
 Attachment 7 - CPS 5 Zoning
 Attachment 8 - Part One Statutory Section
 Attachment 9 - Structure Plan Map with Modified Frame
 Attachment 10 - Modified Building Height Plan
 Attachment 11 - Schedule of Modifications

REGION SCHEME ZONING: Urban
LOCAL GOVERNMENT: City of Melville
LOCAL SCHEME ZONING: City Centre, Commercial Centre Frame R50 and Living
 Area R20

LGA RECOMMENDATION(S): Approval
REGION DESCRIPTOR: Perth Metropolitan Central
RECEIPT DATE: 23 December 2013
PROCESS DAYS: 108 days
APPLICATION TYPE: Activity Centre Structure Plan
CADASTRAL REFERENCE:

RECOMMENDATION:

That the Western Australian Planning Commission resolves to endorse the Melville City Centre Activity Centre Structure Plan, subject to the schedule of modifications included at Attachment 11.

SUMMARY:

The Melville City Centre Structure Plan (the structure plan) has been submitted to the Western Australian Planning Commission (WAPC) for its endorsement in accordance with Section 9.6 of the City of Melville Community Planning Scheme No. 5 (CPS 5).

The structure plan has been prepared to guide the future redevelopment of the Melville City Centre enabling the transformation of the site from a suburban shopping centre to a vibrant City Centre with a mix of uses.

Key proposals of the structure plan include:

- An expansion of total floor space from approximately 91,000m² to 185,000m² by 2026, with the shop/retail component increasing from 63,000m² to 120,000m²;
- To develop approximately 1300 dwellings, with 120 constructed as part of stage 1, which is expected to accommodate approximately 2700 people (approximately 250 new residents accommodated in the first stage);
- To provide for a range of commercial, retail, community and residential uses, including the development of a new library / community building as part of the first stage for residents and visitors to the centre;
- To provide for a built form, consistent with a city centre, that is dominated by buildings with heights of 4 to 14 storeys within the Centre Core and 2 to 4 storeys within the Centre Frame;
- To provide for significant improvements to the public realm; and
- To provide for a number of road infrastructure improvements, particularly relating to the key intersections surrounding the centre.

The structure plan has been prepared to provide a framework to guide future detailed area planning, subdivision and development over the site. Further detailed planning will be required prior to further subdivision and development commencing in accordance with the structure plan.

It is recommended that the structure plan be endorsed subject to a modifications relating to the Marmion Street Frame and land use permissibility.

BACKGROUND:

2007 Centre Plan

In early 2006, AMP advised the City of Melville (the City) that it intended to expand and redevelop the existing Garden City Shopping Centre from 65,500m² net leasable area (NLA) to 74,100m² NLA, incorporating a mix of retail and non-retail uses. The Melville City Centre Vision Plan/Centre Plan 2007 was prepared by AMP, adopted by Council in February 2007 and submitted to the Department of Planning (DoP). The 2007 Centre Plan was prepared under the former Statement of Planning Policy No. 9 – *Metropolitan Centres Policy for the Perth Metropolitan Region*, which contained caps on the size of shopping centres.

2013 Structure Plan

Requirement to Prepare a New Structure Plan for the City Centre

A new structure plan for the area is required for the following reasons:

- Activity centre structure plans are required to be prepared for major centres, such as Booragoon, as per State Planning Policy 4.2 *Activity Centres for Perth and Peel* (SPP 4.2);
- Activity centre structure plans are to be endorsed prior to a major development (such as the proposed shopping centre expansion) being approved as per SPP 4.2; and
- The previously prepared 2007 Centre Plan has not been significantly progressed and requires updating.

Structure plans inform the future planning framework for an area and provide direction on matters such as zoning, land use, access, transport, building form and height. A structure plan is an important document that will guide the future redevelopment of the area.

Detailed matters such as the design of individual buildings, the exact location of the proposed high street, detailed sustainability measures and the design of car parking areas would be addressed at the development application stage.

Subject Site

The site the subject of the structure plan is known as the Garden City Shopping Centre, located approximately 9 kilometres south of the Perth Central Business District (CBD) (**Attachment 1 - Location Plan and Attachment 2 - Aerial Photograph**). The structure plan also encompasses lots immediately adjacent to Almondbury Road, Riseley Street and Marmion Street, identified on the structure plan as the Frame. The Garden City Shopping Centre, measuring 72,221m², was originally built in 1974 and has undergone a number of expansions since 1983.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation City of Melville Community Planning Scheme No. 5

Strategic Plan

Strategic Goal: Strategic Goal 2: Planning
 Outcomes: Effective Delivery of Integrated Plans
 Strategies: Implement State and Regional Planning Priorities

Policy

Number and / or Name: SPP 4.2 Activity Centres for Perth and Peel
 Directions 2031 and Beyond

DETAILS:

Pursuant to Section 9.6 of CPS 5, the structure plan has been referred to the WAPC for its endorsement.

The structure plan has been prepared to establish a statutory framework to guide the planning and redevelopment of the Melville City Centre. The structure plan provides for the redevelopment of Garden City and development of the surrounding residential land to create a vibrant mixed use and transit oriented development focused around the city centre. The structure plan defines the land use composition for the site and proposes a diverse mix of land uses ranging from retail and commercial, cultural and civic land uses and high density residential developments.

Structure Plan Components

The key design elements incorporated within the structure plan include:

- Encouragement of a range of commercial, retail, community and residential uses;
- A more suitable retail component including discount department stores, supermarkets and associated specialty shops;
- The connection of Almondbury Road, through the City Square, with Davy Street and Marmion Street via the construction of a new high street;
- The creation of public spaces particularly along the high street;
- Development that is focused on public spaces;
- Flexibility of residential development to help encourage the redevelopment of poorly designed sites and to increase the potential for after-hours activity; and
- Encouragement towards the creation of suitable features to frame and define the key sites through the construction of landmark buildings.

The structure plan seeks to encourage a significant residential presence within the centre with a range of densities and building heights with non-retail commercial development to help provide a balance in day/night time activity in the centre. The primary commercial focus of the centre will be the range of uses within the Garden City Shopping Centre and along the proposed high street. Active land uses such as shops, community facilities, cafes and restaurants with other commercial and residential uses above will be encouraged. This will assist in creating a lively streetscape and a pedestrian friendly environment.

The Melville City Centre is expected to improve its land use diversity in accordance with the objectives of SPP 4.2, with the intensity of the Melville City Centre anticipated to improve dramatically, and the number of residential dwellings to exceed the targets set in SPP 4.2. It is also proposed that significant improvements to the surrounding road infrastructure will occur as part of the development of the centre. It is expected that these upgrades will improve the level of service of the intersections beyond what is experienced today.

Precincts

The structure plan area has been separated into 4 main precincts as illustrated in **Attachment 3 - Structure Plan Map**, with associated character statements as follows:

High Street: A pedestrian-friendly, vibrant and active place with a range of land uses.

Garden City: The retail heart of the city centre and will evolve from a 'big box' form to better integrate with and enhance the surrounding streets.

Lakeside: A commercial and high density residential precinct with an urban 'look and feel'.

Centre Frame Precincts (A, B & C): These are intended to transition over time from single residential dwellings to a mix of residential, home based businesses and commercial land uses.

Land Use

With respect to land use, the intent of the structure plan is to create an area with a strong mix of residential and retail uses, along with improvements to the amount of eating, entertainment, office, civic and cultural uses. The majority of the retail development is planned to be centrally located, with mixed-use commercial and/or residential development sleaving the retail from the street. Eating and entertainment, along with retail, civic and community uses, offices and residential are expected to be located along the high street. Commercial development will continue through the Lakeside precinct, adjacent to the high street, and on the eastern edge of the core over and adjacent to the bus station. Mixed used development, with a focus on residential, will predominately be constructed throughout the Frame and around the edges of the Core. The existing local open space reserve in the north-west corner of the site will be retained (**Attachment 4 - Indicative Land Use Plan**).

An assessment of the structure plan and the proposed land uses will be discussed in the Officer's Comment section of this report.

GOVERNMENT AND CORPORATE IMPLICATIONS:

The Structure Plan proposes the redevelopment and expansion of the Melville City Centre to accommodate a range of retail, commercial, office and residential retail uses. A key government implication is the structure plan's compliance with the diversity targets specified within SPP 4.2, as this may set a precedent for the expansion of other centres in the future.

CONSULTATION:

The structure plan was publicly advertised by the City for a period of 31 days between 1 October and 31 October 2013 and included consultation with surrounding landowners, government departments and servicing agencies. A total of 107 submissions were received. A summary of the submissions incorporating the City's response is contained in **Attachment 5 - Consultation Summary**.

The central issues raised in the submissions include:

- The proposed extension of the City Centre Frame along Marmion Street Frame Precinct C);
- A request to rezone the lots along Colleran Way and Sprigg Place;
- Impacts on transport and access;

- The proposed expansion of retail floor space;
- Diversity of land uses;
- Possible impacts on other centres; and
- Building design.

The issue relating to the request to rezone additional lots has been addressed through the City's resolution, whilst building design will be addressed at the time of subdivision and/or development. The other remaining issues raised during the consultation phase will be discussed in the following relevant sections of the report.

PLANNING FRAMEWORK

Metropolitan Region Scheme

The structure plan area is zoned 'Urban' under the Metropolitan Region Scheme (MRS) which is considered to be an appropriate zone for the development of an Activity Centre (**Attachment 6 - MRS Zoning**).

City of Melville CPS 5 Zoning

The majority of the site is zoned 'City Centre' under CPS 5. The proposed Frame Precinct A, Frame Precinct B and a portion of Frame Precinct C, at the intersection of Marmion Street and Riseley Street, are zoned 'Living Areas' with a density code of R20. The remaining portion of Precinct B is zoned 'Commercial Centre Frame' with a density of R50 and is also located within the 'City Centre Frame' precinct (**Attachment 7 - CPS 5 Zoning**).

The provisions of CPS 5 identifies the following statement of intent for the 'City Centre' zone as outlined below:

“The commercial, administrative, civic, entertainment and cultural centre of the City of Melville, with any expansion of retail or office floor space Council may require an equivalent floor area of housing, entertainment and cultural uses, government services, or other public uses. The Council may prepare an overall development plan and urban design guidelines for the precinct”.

The provisions of CPS 5 also identifies the following statement of intent for the 'City Centre Frame' precinct as outlined below:

“Medium density residential and mixed business area, including small scale offices, medical practitioners, and public purposes but excluding shops, open air display of goods and vehicles, restaurants, service stations and the like. All development shall be residential in character with a suitable landscaping provision to ensure compatibility with existing homes”.

The proposed structure plan is consistent with the above Statements of Intent.

CPS 5 Amendment No.67

On 11 December 2012, the City resolved to initiate Amendment No. 67 to CPS 5 which will incorporate a new 'Development Zone' and Part 12 provisions to provide the required planning framework to allow for the creation and endorsement of structure plans. These provisions will generally bring the City's CPS 5 up to date with the Structure Plan provisions under the Model Scheme Text. Accordingly, as these provisions are not yet incorporated into CPS 5, the City resolved to adopt the structure plan in accordance with section 9.6 of CPS 5, which relates to the preparation of non-statutory planning policies, guidelines, strategies or plans.

To address the issue of the structure plan being adopted prior to the relevant structure plan provisions being incorporated into CPS 5, Amendment No. 67 contains the following draft provision:

"Where a proposed Structure Plan is submitted to the Council before the introduction of Part 12 provisions to the Scheme, and the procedures described under Part 12 have been followed, it shall be endorsed as an operational structure plan upon introduction of Part 12 to the scheme without the requirement to further undertake the process described in Part 12".

Amendment No. 67 is likely to be presented to the Minister for consideration within the next 3 months.

Directions 2031 and Beyond

The WAPC's Directions 2031 and Beyond strategy (Directions 2031) represents the highest level of strategic land use planning within the Metropolitan and Peel regions. Directions 2031 aims to provide a hierarchy of places and locations for a range of economic activities and employment across the Perth and Peel region whilst also planning for a diverse mix of services, facilities, activities, amenity and housing types in centres to facilitate economic development and employment.

Directions 2031 identifies Garden City Shopping Centre as a 'secondary centre', in line with the SPP 4.2. The continued development of secondary centres is essential to supply the network of strategic metropolitan centre services, particularly in areas where the population densities are lower and people are more likely to rely on secondary centres. One of the primary objectives of Directions 2031 is to achieve a more balanced distribution of population, dwellings and employment across the metropolitan area. This involves improving the employment self sufficiency of the outer sub-regions and increasing distribution of new residents and dwellings to the central sub-region.

Draft Central Perth Metropolitan Sub-Regional Strategy

The subject site is situated within the 'Quadrant Three' study area, as defined under the draft Central Metropolitan Perth Sub-regional Strategy (the Strategy). The Strategy seeks to deliver the outcomes sought by Directions 2031, with a primary focus on urban consolidation to meet housing and employment targets.

The Strategy encourages a more compact and sustainable urban form while promoting development that provides for housing choice and diversity in response to

changing community needs. In many established suburbs the introduction of increased density should complement single residential development. Garden City is currently listed as a strategic growth area within the Central Metropolitan Region. The Strategy stipulates that the area will have a projected yield of 170 dwellings. The proposed structure plan will provide a significantly higher yield.

State Planning Policy 4.2 Activity Centres for Perth and Peel

SPP 4.2 is intended to guide the development of centres within Perth and Peel. SPP 4.2 departs from the previous retail / commercial only framework and attempts to broaden its approach to encompass a wider range of uses. SPP 4.2 defines an 'activity centre' as:

“Activity centres are community focal points. They include activities such as commercial, retail, higher-density housing, entertainment, tourism, civic/community, higher education, and medical services. Activity centres vary in size and diversity and are designed to be well-served by public transport.”

Booragoon is identified within SPP 4.2 as a 'secondary centre' which is expected to share similar characteristics to a Strategic Metropolitan Centre, but with a smaller catchment. They are multipurpose centres providing a diversity of uses and a range of economic and community services. These centres are expected to contain department store(s), discount department store(s), supermarkets, specialty shops, offices, professional and service businesses, and a range of community, entertainment and civic uses. Secondary Centres will also contain medium to high density residential development. Booragoon already contains the key components of a successful activity centre, albeit in its embryonic form. Not only does it provide an array of commercial and retail uses, but is also the central hub of a high frequency bus network, with an existing Public Transport Authority (PTA) transfer station.

The next stage of development within the centre should focus on the consolidation of uses and continued provision of a mix of uses. This development should take into consideration other centres within the locality, including but not limited to Murdoch Specialised Centre, the Canning Bridge District Centre and the Myaree industrial area. The relationship between the Melville City Centre and other surrounding commercial precincts is discussed in more detail later in this report.

City of Melville Local Commercial Strategy

The City of Melville *Local Commercial Strategy* (the Strategy), updated in 2006, identifies existing and prospective commercial and employment areas, with a strong emphasis towards the Melville City Centre. The current Strategy was formed on the basis of the existing activity centre planning framework at the time, being the *Metropolitan Centre Policy Statement for the Perth Metropolitan Region 2000*, which stipulated a maximum of 50,000m² net lettable area (NLA) for a regional centre, such as the Melville City Centre.

As outlined in the Strategy, it was originally recommended that the retail component of the Garden City Shopping Centre be expanded from 50,200m² NLA existing in 1990 to 60,000m² NLA by 2006. Although retail modelling showed the potential for expansion

beyond this figure, it was not recommended due to site restrictions, traffic implications, impact on other centres in Melville and the potential to undermine the 'Strategic Regional' status of Fremantle and Carousel.

However, following the preparation of the Strategy, significant changes have occurred within the Garden City Shopping Centre. In the period between 1997 and 2002, Garden City was substantially refurbished and expanded, with the diversification and expansion of non-retail uses, such as offices and entertainment. Other businesses such as the Riseley Street Centre, have increasingly benefited from the passing 'shopping traffic' that frequents the Melville City Centre. As mentioned previously, the Melville City Centre has been identified under SPP 4.2 as a 'Secondary Centre' and therefore encourages a broadening of uses, similar to, but to a lesser degree, uses offered at other Strategic Metropolitan Centres, such as Fremantle and Carousel.

The Strategy capped the retail floor space of the centre at 65,000m², which is included within the City Centre requirements within CPS 5.

OFFICER'S COMMENTS:

The structure plan is in three parts:

- Part One – Statutory Section (to be used for future decision making);
- Part Two – Explanatory Section (sets out the intent for development in the structure plan area); and
- Appendices – Structure Plan checklist, Traffic and Transport Assessment and the Retail/Economic Assessment.

The structure plan content and structure is sufficient to enable determination of the structure plan and is generally in accordance with the WAPC's *Structure Plan Preparation Guidelines* document and SPP 4.2.

Proposed Statutory Provisions

The statutory provisions of the structure plan are contained in Part One and stipulate the general subdivision and development requirements that apply to the structure plan area. The statutory provisions include the following:

- Interpretations and relationship with the Scheme;
- General centre objectives;
- Land use permissibility;
- Permitted retail and non-retail commercial floor space area;
- Staging;
- Minimum development standards;
- Design principles for precincts; and
- Townscape/edge treatments.

The structure plan further identifies that the provisions, standards and requirements specified under Part One shall have the same force and effect as if it were a provision, standard or requirement of CPS 5 (**Attachment 8 - Part One Statutory Section**).

Key Issues

It is considered that there are 5 key issues associated with the proposal. These relate to the Marmion Street frame, transport and access, diversity and mix of uses, economic impacts and staging.

1. Extension of Frame (Marmion Street)

The lots proposed to be part of the Marmion Street Frame (Frame Precinct C) are currently zoned 'Living Area' with a density of R20 under CPS 5 and carries a maximum building height of 10.5 metres. The submission from a group of residents known as the Southern Frame Committee expressed concerns with the Marmion Street Frame but were generally supportive of the rest of the structure plan and the vitalisation of the City Centre. The key points raised in the submission include:

- Being strongly opposed to the advertised R100 zoning for Marmion Street;
- The proposed building heights (four storeys at the front reducing to two storeys at the rear of lots facing Marmion Street) would not fit on the lots as proposed;
- The potential effects that the proposed building heights would have on the lots on Colleran Way and Sprigg Place (eg overshadowing);
- The proposed transition zone is not big enough;
- The proposed interface of R100 with R20 may affect surrounding residential properties and is not acceptable;
- The Marmion Street Frame should instead be rezoned to R35; and
- Adjoining lots along Colleran Way and Sprigg Place should be rezoned to R25.

One of the key drivers as to why the proposed Frame is included within the structure plan is to help achieve the following key policy provisions of SPP 4.2 in relation to 'residential density':

- *Residential growth should be optimised through appropriately-scaled buildings and higher-density development in walkable catchments of centres; and*
- *Higher-density housing should be incorporated within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal business hours.*

Accordingly, the City is seeking to concentrate development and population growth within activity centres, such as Canning Bridge, Murdoch and the Melville City Centre and along public transport routes. This style of development has a number of benefits, including promoting vibrancy, life and activity in certain locations, providing more convenience by allowing people access a range of businesses and services in one location and providing a greater range of lifestyle and housing choices in the community.

The intent of the City Centre Frame is to provide a transition area from the City Centre to surrounding residential areas. CPS 5 already has an existing City Centre Frame R50 zoning along Almondbury Road and Riseley Street, but the Frame does not currently extend to Marmion Street. The City Centre Frame is proposed to be extended under the structure plan to create a higher quality and more consistent urban streetscape along Marmion Street as it is difficult to improve the quality of

streetscapes and the amenity of the area when two different kinds of development are on either side of the street (i.e. a high intensity city centre on one side and lower density residential development on the other). Further, the proposed City Centre Frame will assist in meeting the residential dwelling targets specified in SPP 4.2.

It was envisaged that the staggered building heights would help produce a better transition to the adjoining residential properties. However, the advertised building heights were not supported by the Southern Frame Committee or the adjoining residents. To address these concerns, the City required that the proposed Frame be split into three sections with different height and density requirements and required Frame C along Marmion Street to be modified to:

- Maintain the existing building height of 10.5 metres (reduced from 16 metres as originally proposed), which is also the building height permitted along Colleran Way and Sprigg Place;
- Reduce the density coding from R100 to R50. This would introduce the same zoning of R50 that has been in place since 1999 along Almondbury Road and Riseley Street to the Marmion Street Frame. It is noted that the existing Frame along Riseley Street has a zoning of R50 and the lots at the rear have a zoning of R20, which is the same situation as is proposed in the updated structure plan; and
- Maintain the publicly advertised minimum rear setback for new developments of 3 metres from the rear boundary.

Through these modifications, the City considered that the issues raised during the public advertising period in respect to the Marmion Street frame had adequately been addressed. However, these modifications are still not supported by the Southern Frame Committee who suggest that this area should be excluded from the structure plan pending further investigation into the various options for Marmion Street.

The desire of the Southern Frame Committee to exclude the Marmion Street frame from the structure plan is not considered acceptable as the excision of this area would not comply with the key policy provisions above. As mentioned previously, the form and pattern of development surrounding the centre, along Marmion Street, Riseley Street and Almondbury Road, should be consistent and ideally should not be a mix of high and low density development. Whilst the concerns of the Southern Frame Committee are acknowledged, the removal of the Marmion Street Frame from the structure plan area is not supported.

Whilst the City's modifications to the Marmion Street Frame are acknowledged, there is an additional consideration for the WAPC. This relates to an increase in the proposed density along Marmion Street (Frame Precinct C) from R50 to R100, consistent with the density along Riseley Street, as per the advertised structure plan. It is considered that an increase in density to R100 is a better outcome than a reduction to R20 or removing this portion of the frame entirely from the structure plan for the following reasons:

- A down coding or removal of this portion will reduce the overall dwelling yield of the structure plan;

- There are a number of landowners fronting Marmion Street who are supportive of the potential to develop at the higher density and are wishing to redevelop their property(s); and
- Redevelopment of this area at a R100 density will result in a better built form outcome at an urban scale appropriate to this centre, consistent to the built form along Riseley Street and Almondbury Road.

Accordingly, it is recommended that the structure plan be supported, subject to the density for the Marmion Street Frame increasing from R50 to R100. This will have the effect of removing Frame Precinct C from the structure plan, and extending Frame Precinct B along Marmion Street (**Attachment 9 - Structure Plan Map with Modified Frame**). It is noted that an increase in density to R100 will also affect the built form along Marmion Street, with development increasing from a maximum height of 10.5 metres (3 storeys) to 16 metres (4 storeys), consistent with Riseley Street and Almondbury Road (**Attachment 10 - Modified Building Height Plan**).

2. Transport & Access

To support the structure plan, a detailed Movement Strategy has been prepared. This seeks to address access requirements to the City Centre by all modes of transport in order to sustain the land use intensification in line with the overarching vision for the Melville City Centre. In summary, the main points of the Movement Strategy are as follows:

- Most people currently access the centre via motor vehicle (90%), with other modes (public transport, walking, cycling etc) providing 10% of trips. This is not expected to significantly change in the future. The future mode share split is anticipated to be 85% private motor vehicle and 15% other modes;
- Many surrounding residential areas do not have access to public transport services that travel to the Booragoon bus station. Access to the Melville City Centre is not a key focus of these services;
- AMP will investigate the possibility of providing shuttle buses to and from residential areas that are not well serviced by public transport;
- Discussions will continue with the PTA with a view to improving the bus routes in the area and the frequency of services;
- Pedestrian and cycling connections need to be improved;
- The number of parking bays for the shopping centre is proposed to increase from 4,250 bays to approximately 6,000 bays across the site, with further details in respect to location being provided at development approval stage;
- The intent is to utilise a fully managed parking system to give forward information to vehicles upon entry to the car park on the number of car park bays available and where these bays are located;
- A number of road upgrades are recommended including improving the access to and around the shopping centre from surrounding streets and upgrading the intersections of Riseley Street with Marmion Street, Canning Highway and Leach Highway.

The Movement Strategy has been assessed by the City, Main Roads WA (MRWA), the Department of Transport (DoT) and the PTA. Correspondence from the relevant parties have confirmed that the broad road transport issues have been sufficiently

addressed at this stage. However, further liaison in respect to car parking and public transport will be required in the future with MRWA, the DoT and the PTA through the detailed planning and implementation stages.

Section 10 within Part One of the structure plan provides detail in respect to the applicable traffic and movement information that is to be provided as part of any future development application for the site, together with when the required road and intersection upgrades are required to be undertaken. It is considered that adequate information has been provided at this stage to enable the WAPC to make a decision on the proposed structure plan.

3. Diversity & Mix of Uses

One of the main objectives of SPP 4.2 is to create mixed use activity centres as opposed to single use centres, such as the traditional shopping centre. Table 3 of SPP 4.2 provides aspirational land use diversity targets which are stated as a “guide” to assist assessment, rather than a mandatory target, and states that centres with more than 100,000m² of shop/retail floor space should aspire to a 50% mix of land uses. In the case of the current structure plan, the result would be 120,000m² shop/retail plus 120,000m² of non-retail commercial/community floor space. The current land use diversity under the proposed structure plan, as measured according to Table 3 of SPP 4.2, is 69% shop/retail and 31% other. This varies substantially to the 50/50 split under SPP 4.2.

It is noted however, that the definition of "mix of land uses" in SPP 4.2 does not include residential dwellings and therefore may not necessarily accord with the objectives of SPP 4.2 to create mixed use activity centres with higher density residential within a walkable catchment. It also does not accurately measure the actual mix of land uses for activity centres. What it would measure is the mix of commercial land uses, which may be considered to be less important than the overall mix of all land uses including residential. This is summarised in the below table.

Land Use	Current (m ²)	By 2031 (m ²) <i>Not incl. private residential</i>	By 2031 (m ²) <i>Including private residential</i>
Shop/retail	62,622	120,000	120,000
Other commercial/community	28,271	65,234	65,234
Residential (Private) <i>estimates</i>	8,800	0	76,500
Total	99,693	185,234	261,734
% of shop/retail floor space	63%	65%	46%
% of other land uses	37%	35%	54%

The City Centre would exceed the aspirational land use diversity targets stated in SPP 4.2 if residential dwellings were included (46% shop/retail and 54% other). The City agrees that this is considered to be a more appropriate way of measuring proposed land use diversity and is consistent with the City’s intention to create a true City Centre, not just a big shopping centre. This alternative approach is also considered appropriate based on the unique circumstances of the Melville City Centre. The City advises that they are in the process of preparing five structure plans to respond to and promote the objectives of Directions 2031 and SPP 4.2. Each structure plan is trying

to promote a different mix of land uses based on local circumstances, as detailed below.

Activity Centre or Area	Major Land Use Focus
Melville City Centre, Booragoon	Comparison retail, residential, civic, local offices
Murdoch (adopted) - 3.5km away	Health, education, commercial, residential
Canning Bridge - 2.7km away	Residential and strategic employment (offices)
Riseley Centre - 1.4km away	Residential, convenience retail, commercial
Willagee - 2.8km away	Residential, community regeneration

The implication of the above is that it is not the City's intention to develop the Melville City Centre as a major strategic employment, office, commercial, education, health or mixed business precinct as these land uses are provided or will be provided in the future at other nearby centres. This then limits the ability for the Melville City Centre to meet the diversity performance targets listed in SPP 4.2. If the structure plan was pushed to meet the targets, this may have other significant effects on the future development of non-retail commercial uses at Canning Bridge, Murdoch and the Riseley Centre in particular. It may also potentially displace residential uses from the City Centre as more land would be taken for commercial rather than residential uses.

In addition, it would be difficult to attract high quality, higher density residential housing if the amenity of the City Centre is not improved. This is because density usually requires amenity, services and transport. The proposed high street, piazza, upgraded bus station, public space improvements and improved walking and cycling access are all necessary drivers to attracting more residents to the centre. It is considered that the key for creating mixed use centres should not be simply to identify potential numbers for mixed use development, but in fact the actual delivery of mixed use development on the ground. The construction of 120 dwellings as part of Stage 1 is a statutory requirement of the plan and would set a new standard for the delivery of mixed use development in suburban activity centres. Further, the structure plan proposes an outcome that would achieve, over time, residential densities within the boundary in the order of approximately 37 dwellings per hectare of developable land. The majority of this growth will occur within the Centre Frame (Precincts A, B and C), but considerable residential capacity has been included within the Centre Core. This is likely to be in the form of stand-alone and mixed use multi storey buildings, mainly located around the periphery of the Core. It is expected that the structure plan can conservatively accommodate between 1300 to 1400 dwellings.

While having a very unique and strong retail offer, the proposed structure plan will also significantly increase the amount and range of non-retail opportunities and will change the trip generation for the activity centre. It is expected that the increased availability of civic, eating, entertainment and residential floor space will increase the period that people stay in the centre, whereby the viability of all the land uses has a greater potential to improve. It is noted that the proposed structure plan does not provide excessive amounts of office floor space as there is limited demand for it at this location, and it is more appropriate and likely that strategic offices will locate at Canning Bridge or Murdoch due to the specialised nature of these centres and the presence of high-frequency rail transport. Despite this, the structure plan is in line with the goals of Directions 2031 and SPP 4.2, even though the diversity target in SPP 4.2 will not be met through this development.

In respect to the above, it is considered that there is a strong case for activity centre planning to measure true land use diversity for major activity centres by the inclusion of residential dwellings in the diversity performance target, as activity centres are not solely about retail activity. Strict adherence to the diversity target is more likely to change the function of the centre to that of a strategic metropolitan centre, which has the potential of undermining the activity centre hierarchy. With the inclusion of residential dwellings, the City Centre would exceed the aspirational land use diversity targets stated in SPP 4.2 with 46% shop-retail and 54% other land uses by 2031.

It is important to remember that every activity centre is unique. By enforcing the diversity target within SPP 4.2 without having due regard for the uniqueness of a centre or how the centre operates within the collective of neighbouring centres would compromise the activity centres hierarchy and result in the under provision of services in the catchment, forcing residents to obtain these services from elsewhere. The diversity of land uses proposed under the structure plan is therefore supported.

Land Use Permissibility

Section 7 within Part One of the structure plan contains a land use permissibility table relating to potential uses within the centre core and the centre frame. Whilst this table contains a number of additional uses that are not currently included within CPS 5, the provisions and requirements specified under Part One of the structure plan have the same force and effect as if it were a provision or requirement of CPS 5. Therefore, additional uses, that are not currently included within CPS 5, can be entertained under the structure plan.

However, there are a number of uses within the land use permissibility table of the structure plan that do not have a related definition in CPS 5. Accordingly, a modification is required to include these definitions within Part One of the structure plan.

4. Economic Impacts

It is considered that there are 2 key issues surrounding economic impacts. These relate to the retail sustainability assessment and the relationship to other centres, including impacts on retail turnover.

Retail Sustainability Assessment

SPP 4.2 specifies that a Retail Sustainability Assessment (RSA) should be prepared as part of a structure plan that proposes major development, such as the expansion of a secondary centre. A RSA assesses the potential economic and related effects of a significant retail expansion on the network of activity centres in the locality and addresses these effects from a local community access or benefit perspective. Further, a RSA is required to assess potential effects of the sustainable future provision of shopping by existing and planned activity centres in the locality, taking into account:

- The projected population and its socio-economic characteristics;

- Household expenditure and required retail floor space;
- Changing shopping patterns and trends; and
- The needs of different retail sectors.

The applicant advises that a formal RSA has not been provided as the WAPC guidelines for this, referred to in SPP 4.2, have not been published. Accordingly, the scope of a RSA in SPP 4.2 is insufficient to undertake this work without these guidelines being provided. However, whilst a formal RSA has not been provided, an *Economic, Employment and Retail Report* (the report) has been completed by Pracsys, on behalf of AMP, to support the structure plan and to assess the supportable retail floor space for a defined catchment. The report does not limit its review to only the economic factors associated with the retail component of the structure plan, but rather examines the economic factors associated with the broad range of uses proposed by the structure plan. The key findings within the report are as follows:

- The unique function of Booragoon as a regional high-quality comparison retail destination differentiates it from the surrounding activity centres in the network. It is expected that many of the trips generated by the centre will be for the purpose of this type of retail shopping;
- The proposed vision for the structure plan and the expansion plans for Garden City appear to be in line with the expectations of a secondary centre laid out by Directions 2031 and SPP 4.2; and
- An expansion of 60,000m² of retail floor space is expected to be supportable and is likely to increase the size of the catchment by increasing the attractiveness of the centre.

The subject matter of the report is largely about retail and other floor space potential and the possible impacts of the Booragoon proposal on other centres. Accordingly, there is no doubt about the report's intended purpose - it fulfils the role and function of an RSA.

Following its lodgement, the City commissioned Shrapnel Urban Planning to review the report against the economic requirements of SPP 4.2 and Directions 2031. Whilst the Shrapnel report goes into substantial detail, the main conclusions reached and issues raised within the review are as follows:

- The structure plan appears to not comply with Directions 2031 in relation to the Activity Centres hierarchy;
- The structure plan does not support the Directions 2031 goal of facilitating and encouraging the decentralisation of employment from the central region to the more outer regions;
- Whilst the proposed 120,000m² is not inconsistent with SPP 4.2, as the policy does not impose floor space caps, the proposed expansion is considered to be in excess of what a 'secondary centre' is intended to be;
- If it is considered that secondary centres can become the size as proposed under the structure plan, then this could undermine the hierarchy of centres in SPP 4.2;
- The diversity of land uses in SPP 4.2 has not been met. However, this is largely due to the proposed size of the retail floor space, rather than an inadequacy in non-retail uses; and

In addition to the above, Shrapnel makes the interesting observation that if the retail expansion was reduced to 90,000m² (in lieu of the proposed 120,000m²) and the mix of uses ratio was thus reduced to 40% as per the policy, then the diversity mix would comply with SPP 4.2. The arbitrary consideration of a reduced floor space scenario fails to consider the implication of the economics associated with the development of retail floor space. Allocating an arbitrary floor space may severely restrict the development plans for the centre and result in the centre failing to attract major retail tenants to Perth. Regardless of the proposed size of the retail expansion, whether it is increased to 90,000m² or 120,000m², and bearing in mind that SPP 4.2 does not contain floor space caps, a key consideration for the WAPC is the impact that the proposed expansion of the Melville City Centre may have on other centres within the City. This is discussed in further detail later in this report.

The status of the existing centre as a 'secondary centre' is purely determined by its role, not its size, and its role will not change under the structure plan proposal. It will provide high end fashion retailers to the surrounding market, and will not play the day to day, week to week role of smaller surrounding centres. The review conducted by Shrapnel does not seem to accord with the current direction for activity centres specified in Directions 2031 and SPP 4.2. The review appears to have far more in common with and seems to be based on the superseded *Metropolitan Centres Policy for the Perth Metropolitan Region*. There are no floor space caps contained within Directions 2031 and SPP 4.2. Accordingly, the conclusions reached by Shrapnel are not supported by the City.

Relationship to Other Centres & Retail Turnover

SPP 4.2 acknowledges that "competition between businesses of itself is not considered a relevant planning consideration". While it is an important commercial consideration, the impact of the proposed expansion of Garden City on other centres in the network will be both relatively minor and entirely consistent with its designated function as a secondary centre.

The structure plan indicates that the proposed retail floor space expansion is generally intended to accommodate:

- Modifications and expansions to the Department Store(s) (eg David Jones);
- Introduction of an additional Discount Department Store(s);
- Improvements to the supermarkets;
- Introduction of approximately 8 to 15 large format specialty retailers;
- Introduction of a number of additional 'mini-major' tenancies;
- Introduction of additional specialty retailers, particularly focused on higher end comparison goods; and
- Introduction of a high street and associated retailing.

In addition to the retail floor space, other non-retail uses (banks, optometrists, etc) and a range of eating and entertainment uses will be provided within the shopping centre and high street.

The retail market analysis shows that under current conditions, there is a growing demand for convenience goods and services across the City in almost all activity centres. This indicates that new floor space supply has not kept pace with increases in demand and may also be a reflection of the changing nature of retail and the high affluence of the catchment. Modelling of the additional retail floor space suggests that even with some competition from planned expansions at nearby Murdoch and Cockburn Gateway, when the expansion at the Melville City Centre is completed it is expected to increase demand for goods and services at the centre. The catchment size of the centre is likely to increase as the greater range makes the centre more attractive, and people are more likely to travel from further away to visit the centre. Demand for goods and services at the centre is expected to continue increasing as the local and regional population grows.

Significant work has been undertaken to assess the potential impacts that the proposed expansion of Garden City will have on the retail turnover of other centres within the City. Due to the substantial retail turnover that has been modelled for Booragoon, with a 200% increase projected as a result of the expansion of floor space, impacts on other centres are likely to be unavoidable. However, it is not so much a question of whether or not there will be impacts, but more a question of how big these impacts will be and how quickly these centres can recover.

The below table depicts the impact on retail turnover that is likely to be experienced by other centres within the City, together with Fremantle. The figures are expressed in terms of the percentage change in retail turnover for each year up to 2022 compared to the retail turnover from 2013.

Centre	Percentage Impact (%) by Year									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Booragoon	0	2.4	-0.4	-48.4	-47.7	195.9	202.6	209.4	216.0	222.5
Bull Creek	0	2.3	-6.3	-2.6	-2.3	-10.6	-8.9	-7.3	-5.8	-4.4
Melville	0	2.2	-3.4	-0.2	0	-7.0	-5.5	-4.0	-2.6	-1.3
Kardinya	0	2.4	-3.7	0.3	0.8	-8.5	-6.9	-5.2	-3.7	-2.3
Riseley Street	0	2.8	-3.3	1.2	1.7	-8.0	-6.2	-4.3	-2.7	-1.1
Canning Bridge	0	2.4	-4.0	-0.4	-0.4	-8.2	-6.6	-5.1	-3.8	-2.6
Fremantle	0	2.3	-0.5	4.0	5.1	-5.7	-3.7	-1.7	0.3	2.2

It is important to note that the impact on these centres is not solely as a result of the expansion of Garden City, but also includes the new floor space trading at Cockburn Central and Murdoch. As can be seen, the impact profile on each centre are quite similar in that an initial increase in demand occurs in line with population growth in the surrounding catchment, and a drop in demand when floor space at Murdoch begins trading. Demand then recovers in 2017 almost to initial levels as a result of natural population growth, then drops again when the new floor space at Booragoon begins trading in 2018, before recovering until 2022 and beyond. Whilst Fremantle shows a similar impact profile to the other district centres within the City, the impacts are less significant. It is considered that this is a result of three main reasons:

- Only part of the catchment between Fremantle and Booragoon is impacted;

- Retail trade is only a minor trip generator for Fremantle, with the centre hosting a wide variety of other functions; and
- Of the retail offer at Fremantle, only a small proportion is considered 'comparison retail' which is a primary purpose of visiting Booragoon.

In light of the above, the Pracsys report reaches the conclusion that there would be impacts on local activity centres, but that these potential impacts would “*appear to be within the acceptable ranges*” with reference to the ‘Performance Benchmarking of Australian Business Regulation’ report by the Productivity Commission (and often considered to be around 10%). It is also evident that there is a difference in the type of retail being provided by local activity centres and the Garden City Shopping Centre. This is a key consideration in light of the current structure plan. Local centres such as the Kardinya, Bull Creek, Melville Plaza and Riseley Centre predominately focus on local everyday convenience shopping needs, such as groceries and fuel, whereas the Melville City Centre is more oriented to 'comparison retail' which is typically less frequent purchases, higher cost goods. Examples of 'comparison retail' include electronics, furniture or higher end fashion. The City understands that AMP would also be looking to attract major international retailers to the centre, which may not be represented currently in Perth or may only have one or two stores. Clearly, other local centres are unlikely to be able to attract this kind of retailer to their centres, which would provide another level of difference. The bulk of the proposed shop/retail floor space increase (45,000m²) is proposed to be 'comparison retail' which would likely have a lesser effect on local centres.

Summary

SPP 4.2 encourages that the planning of activity centres should support and complement the established and planned activity centres within the activity centre hierarchy. This proposed structure plan incorporates a diversity and mix of uses so as to provide a balanced development that is complementary to the existing centres within the surrounding locality including the Murdoch, Riseley Street and the Canning Bridge Centres and the Myaree light industrial area. The limit on non-retail floor space is included to help protect the roles of the other surrounding centres and ensure that the Melville City Centre maintains its role in the hierarchy. The overall approach taken to design this structure plan will ensure that the operation of other centres within the locality are not adversely impacted in the long term and that the implementation of this structure plan will not impact the catchment areas of other centres. In light of this, it is considered that the proposed structure plan will not have an undue impact on the other existing local activity centres within the City of Melville.

5. Staging

Whilst the size of and diversity of land uses within the proposed expansion are important considerations, so too is the staging of the development. As discussed previously, the provisions of the structure plan, reinforced through the Part One Statutory Section, are intended to provide refinements to the planning framework that ensure:

- An appropriate and sustainable retail floor area that will meet the needs of residents in and around the Centre;

- A strong residential component characterised by housing diversity and density;
- A vibrant high street with activated edges at a human scale; and
- A mix of uses in an appropriate built form; and
- Coordination of uses between the other centres within the City of Melville.

It is expected that future stages of the Centre will have a greater residential component, and measures are included in the structure plan to encourage redevelopment of the existing housing stock within the Frame, along with new development within the Core. This should encourage redevelopment of existing low intensity uses. It should be noted however, that some of the single dwellings within the centre are reasonably new and are not expected to be redeveloped within the short/medium term. The future redevelopment of these dwellings will allow for a residential intensity, well in excess of the targets contained within SPP 4.2 and Directions 2031. Whilst increases in residential density will occur gradually over time as the market preference for higher density living prompts redevelopment, it is proposed to trigger residential development by fast-tracking the construction of a significant number of dwellings as part of the initial stages of construction. This is expected to demonstrate that a market exists and encourage the involvement of additional players.

In terms of the anticipated rollout of development, the applicant has provided the following indicative land use staging table:

Land Use	Current	2021	2026	2031	Beyond 2031
Shop/retail floor space (m ² NLA)	63,000	117,500	120,000	120,000	120,000
Other floor space (m ² NLA)	12,000	20,000	26,000	32,000	41,500
Eating / entertainment / culture (m ² NLA)	7,000	11,500	13,500	14,000	15,500
Civic (m ² NLA)	7,000	8,000	9,000	9,400	9,500
Total floor space (m ² NLA)	89,000	155,000	167,500	174,000	184,500
Dwellings	80	250	550	900	1,370
Dwelling units/gross hectare (approx. 35.5ha developable)	2.3	7.0	15.5	25.4	38.6

Whilst the above information could be considered to be relatively broad, Part One of the structure plan contains a commitment that where an application is made to construct an additional 5,000m² or more of shop-retail floor space in the Centre Core, the following elements shall be provided prior to, or as part of, any application for approval to commence development:

- The entire high street vehicular and pedestrian connection;
- The new town square / piazza;
- The mixed use community facility / library;
- 100% of the buildings surrounding the town square / piazza and fronting both sides of the core of the high street;
- At least 2,000 m² of non-retail commercial floor space; and
- The critical road and intersection upgrades along Almondbury Road, Marmion Street and Riseley Street.

In addition to the above, residential dwellings at a ratio of 2 dwellings per 1,000m² of additional retail NLA floor space are to be provided within the structure plan area, with a minimum of 120 dwellings built as part of the first stage. Further detailed information regarding the staging of the development is provided within section 7.4 of the structure plan.

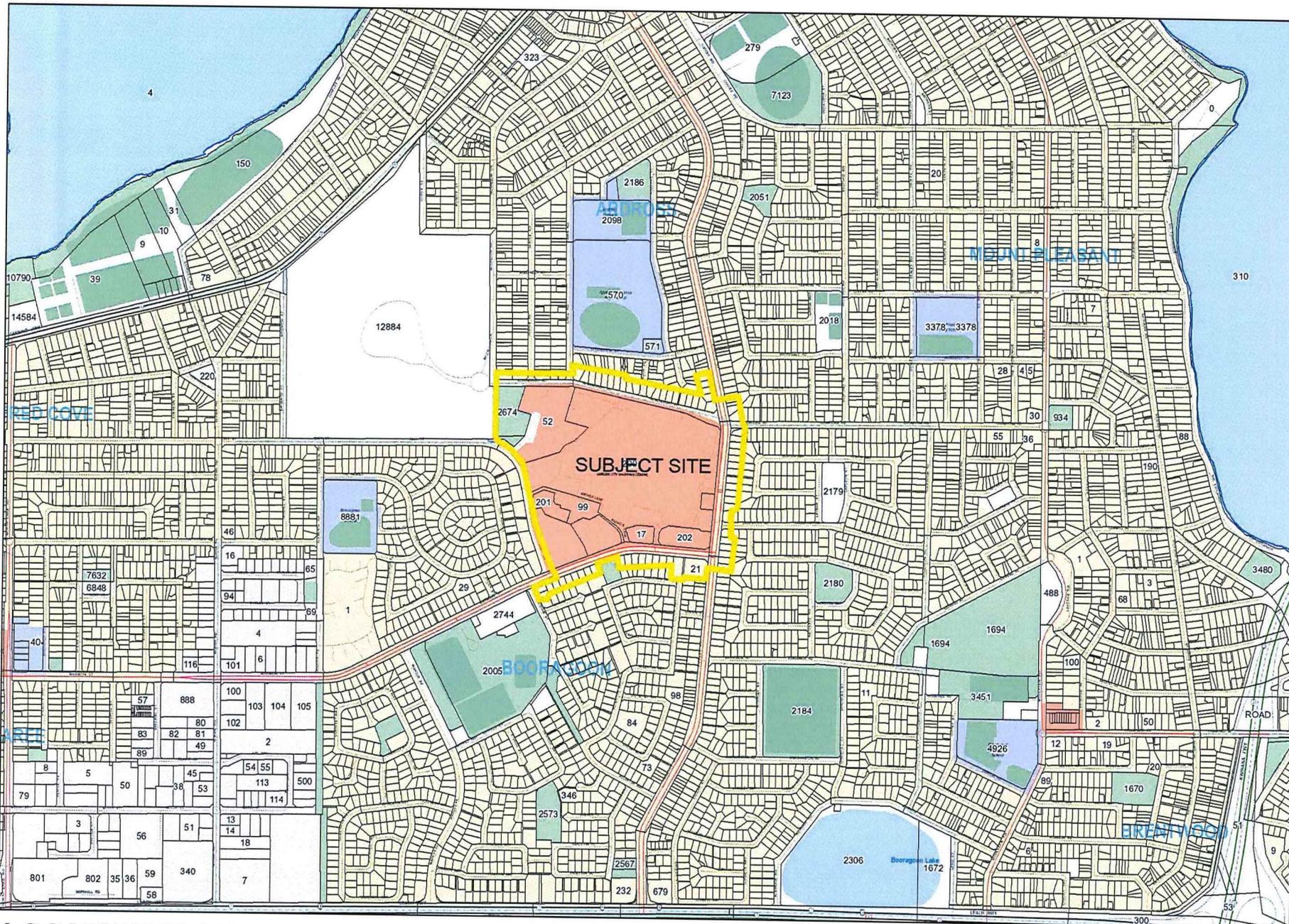
The applicant has advised that the owner of the Garden City Shopping Centre will lodge an application(s) that will add retail, entertainment, eating, office and residential floor space to the Activity Centre in the short term. This will be in the form of an expansion to the Garden City Shopping Centre, including the redevelopment of some of the major tenants, the addition of a Discount Department Store, specialty shops, a reconfigured western entry (including a food precinct), and the construction of a new high street. It is expected that the increased retail offer, the addition of more eating and entertainment uses and the built form outcomes will increase the attractiveness of the centre as a residential destination. This in turn will attract further compatible mixed use development to the Centre, particularly along Marmion Street, Davy Street and Almondbury Road, whereby providing future residents with a greater diversity of housing choice. This is compatible with the key objectives of SPP 4.2.

CONCLUSION

The draft structure plan has been prepared to guide the future redevelopment of the Melville City Centre. This is a major project for the City, the Department of Planning and the region and will help drive the transformation of the centre from a suburban shopping centre to a true City Centre with a vibrant mix of uses.

The improvements to the shopping centre will ensure that the centre remains one of the key retail locations within the Perth Metropolitan Region, with strong residential and retail components, along with improved eating and entertainment, civic and office functions. The future redevelopment of a true, mixed use, vibrant City Centre is a unique opportunity to deliver tangible community benefits and high quality, sustainable development that aligns with the City's Strategic Community Plan and WAPC objectives. After careful consideration of the key issues associated with this proposal, it is recommended that the structure plan be endorsed subject to the modifications as detailed within the Schedule of Modifications (**Attachment 11 - Schedule of Modifications**).

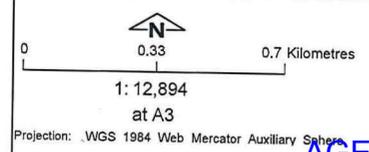
- Legend**
- Cadastre (view 1)
 - Cadastre (view 2)
 - Cadastre (view 3)
 - Cadastre (view 4)
 - W.A. Coastline



LOCATION PLAN

INTERNAL USE ONLY

Internal Spatial Viewer
[Link to website](#)

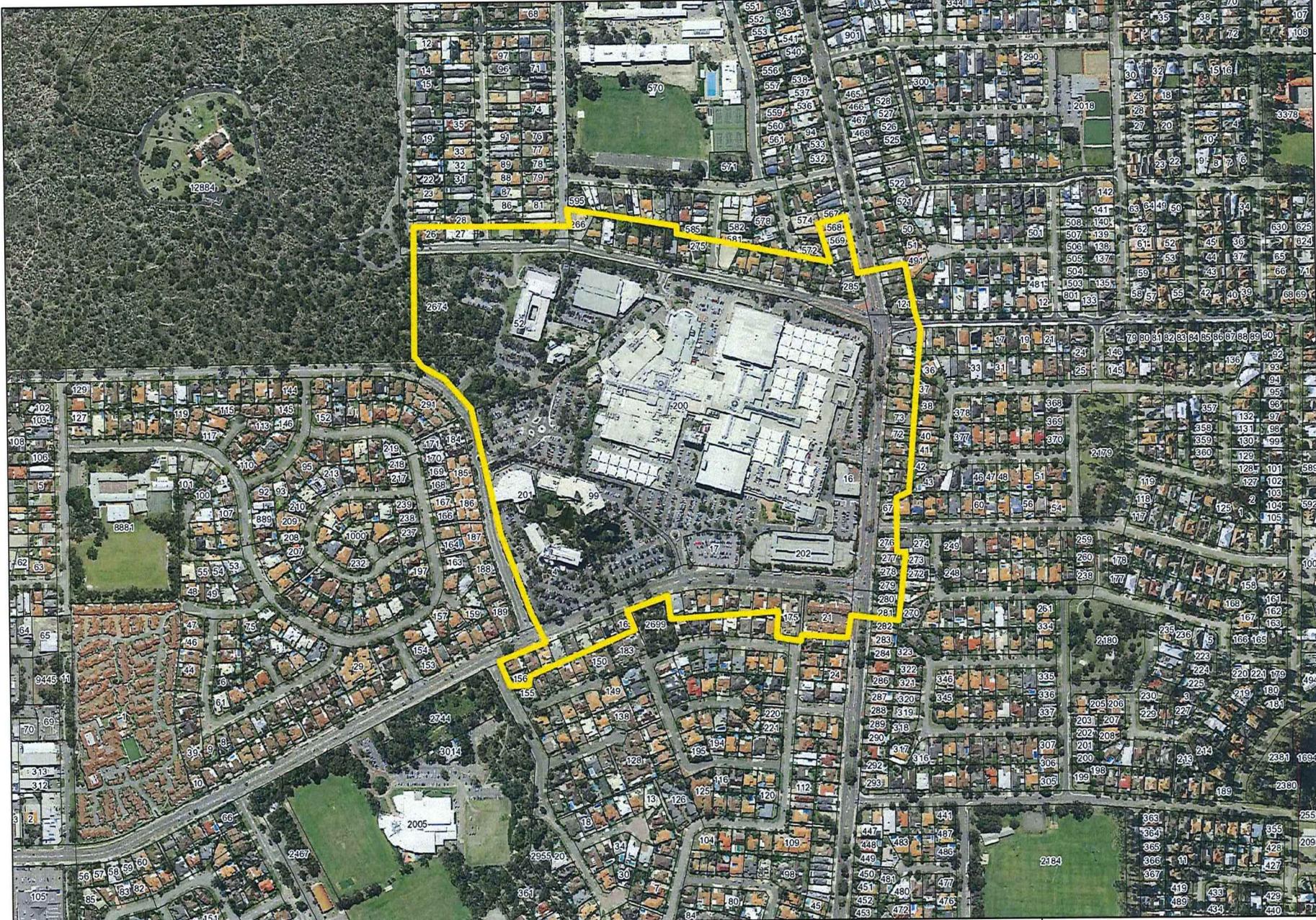


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ATTACHMENT 1

- Legend**
-  Cadastre (view 1)
 -  Cadastre (view 2)
 -  Cadastre (view 3)
 -  Cadastre (view 4)
 -  W.A. Coastline

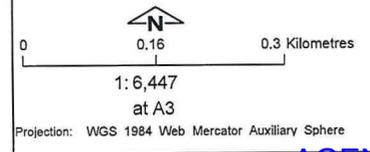


ATTACHMENT 2

AERIAL PHOTOGRAPH

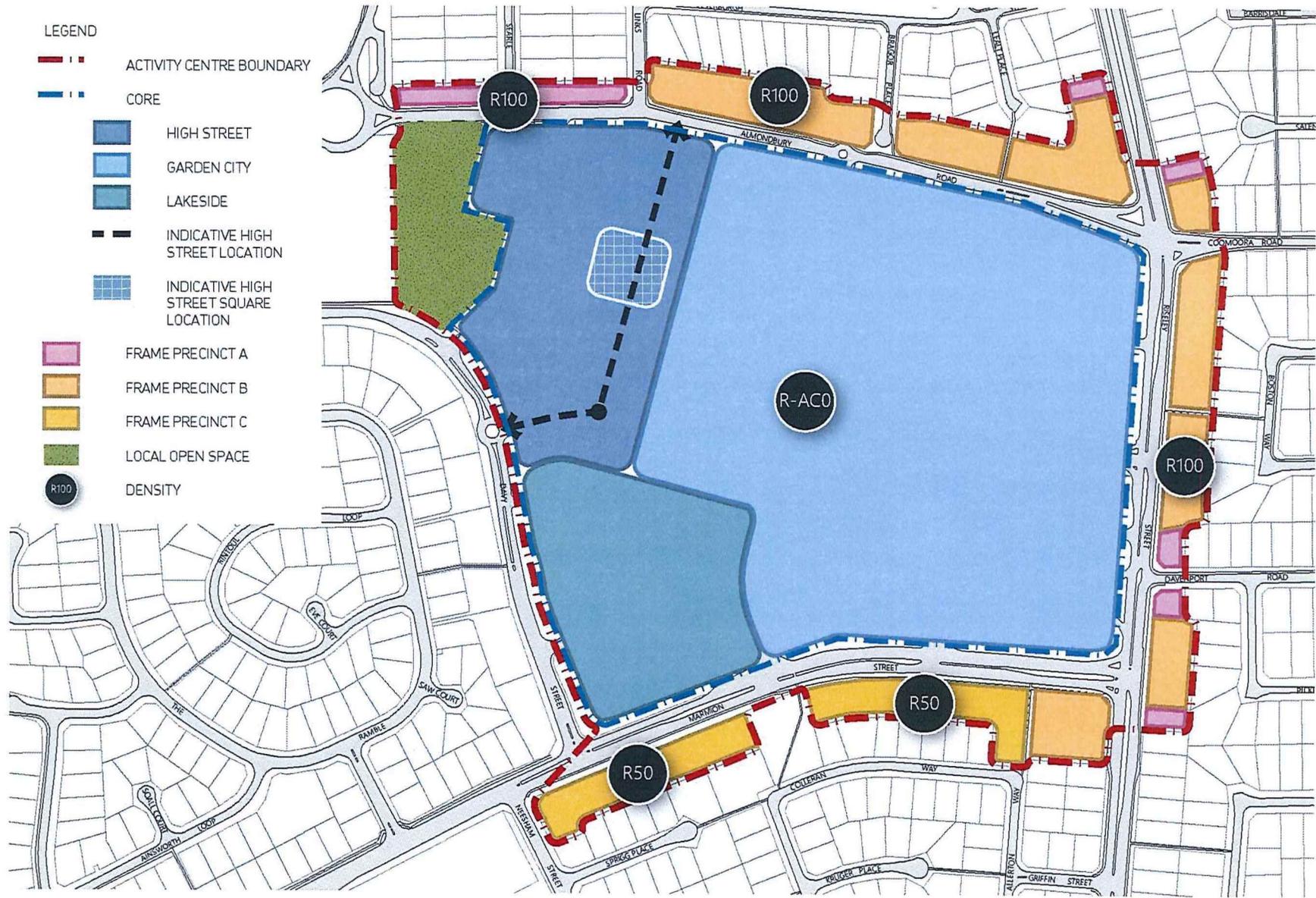
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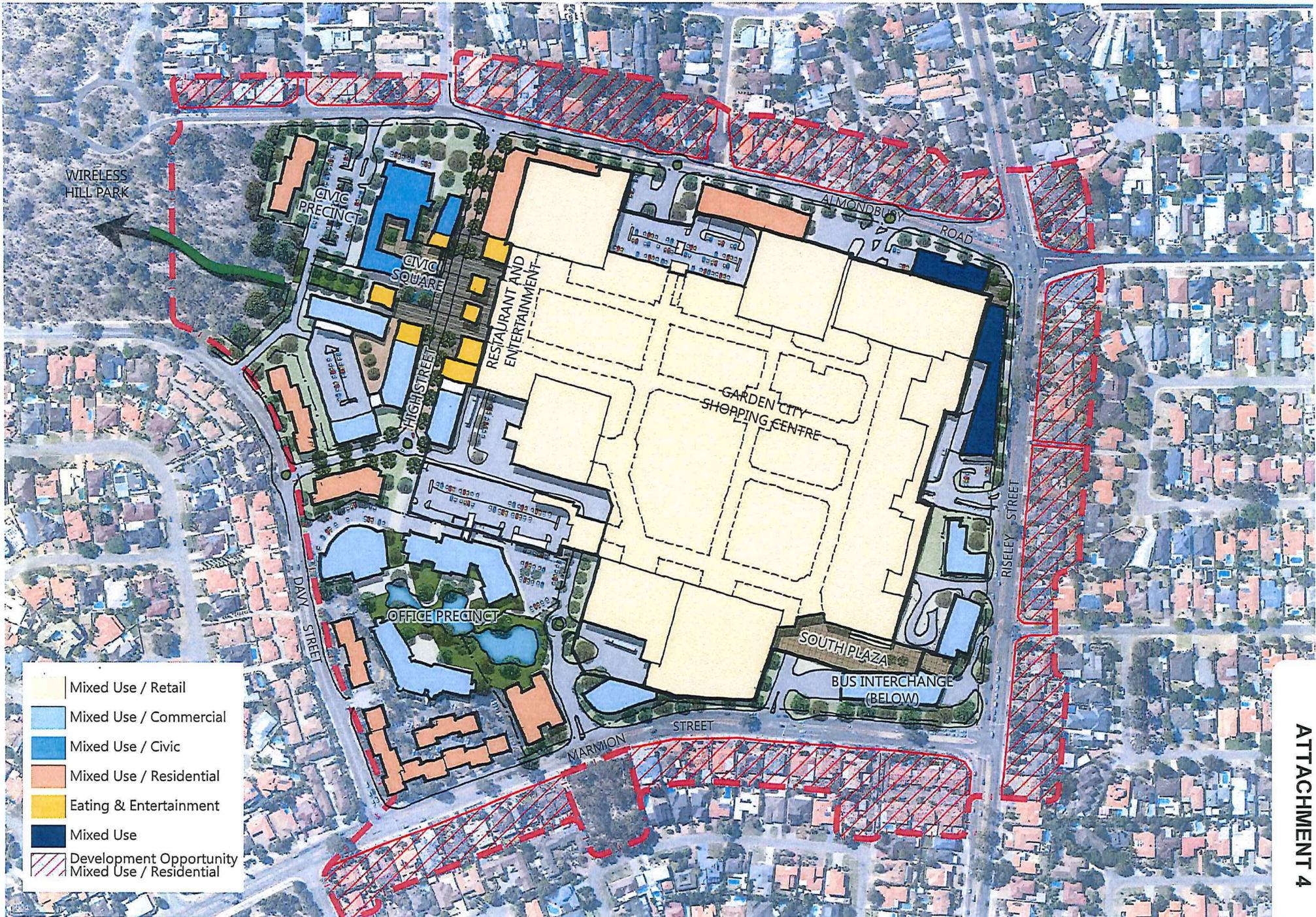


LEGEND

-  ACTIVITY CENTRE BOUNDARY
-  CORE
-  HIGH STREET
-  GARDEN CITY
-  LAKESIDE
-  INDICATIVE HIGH STREET LOCATION
-  INDICATIVE HIGH STREET SQUARE LOCATION
-  FRAME PRECINCT A
-  FRAME PRECINCT B
-  FRAME PRECINCT C
-  LOCAL OPEN SPACE
-  DENSITY

Plan 1 – Structure Plan Map

MELVILLE CITY CENTRE BOORAGOON



Indicative Masterplan

Summary of Public Submissions Melville City Centre Structure Plan

Public Advertising conducted from 1 October 2013 to 31 October 2013

A total of 107 submissions were received on the draft structure plan, which can be briefly summarised as follows:

Response	Number	Percentage
Support structure plan	22	21%
Comments/suggestions	37	35%
Object to structure plan	10	9%
Object to Marmion Street Frame provisions	38	36%
TOTAL	107	100%

A petition signed by 403 residents was received by the City on Friday 1 November 2013. The petition reads as follows –

“We, the undersigned, all being Electors of the City of Melville, do humbly pray that the Melville Structure Plan be revised to exclude Marmion Street properties from the activity boundary, to ensure the zoning on those properties remains low density (reducing traffic and preserving resident’s amenity).”

The submissions have been summarised as follows:

No.	Summary of Submission	Comments
1	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> • Crossing Almondbury Road and into Garden City as a pedestrian is not pleasant. • Garden beds, un-friendly carparks, random vehicle movements, no clear pedestrian route and ramps that have no signed pedestrian access make it not a pleasant entrance into a premier shopping precinct. • Better pedestrian access is required from the north. 	<ul style="list-style-type: none"> • Acknowledged and agreed. The draft structure plan recommends that pedestrian and cyclist access and amenity be significantly improved. Further detail on where and how this would be done would be investigated through the detailed design stages and in future development applications.
2	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> • Traffic cutting through from Canning Highway has gotten much worse in the past 5 years. • Drivers are speeding through local roads that have been designed to slow them down. 	<ul style="list-style-type: none"> • Possible “rat running”, particularly on Links Road, Searle Road and MacCallum Crescent will be monitored and if required, Local Area Traffic Management options further investigated

ATTACHMENT 5

No.	Summary of Submission	Comments
	<ul style="list-style-type: none"> Customers visiting the centre and tavern will cause drink drivers, more speeding and traffic. 	<ul style="list-style-type: none"> AMP is not proposing to develop a tavern on its site.
3	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> Traffic spills over onto Colleran Way in peak periods- more parking control is required. Introduce a public transport CAT service to Bullcreek/ Mucrdoch train stations Increase night time security My personal lifestyle will be adversely affected by the proposal 	<ul style="list-style-type: none"> Noted. Parking issues on local streets can be further investigated by the City as/if required. The City also strongly supports improvements to public transport services and will be further discussing with PTA and DoT. Noted Noted
4	<p>Object</p> <ul style="list-style-type: none"> We do not want our community or lifestyle ruined anymore by apartment or subdividing. 	<ul style="list-style-type: none"> Acknowledged. However, All local governments are required to proactively plan for the future of their local areas. Perth's population is growing rapidly and each local government must have a plan to accommodate its share of the population growth. The City of Melville is seeking to concentrate development and population growth in "activity centres", such as Canning Bridge, Murdoch and the Melville City Centre and along public transport routes. This can reduce pressures on suburban residential areas.
5	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> High street concept is good with less emphasis on the car. 	<ul style="list-style-type: none"> Agreed
6	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Increased traffic is a concern. Making a right turn of Griffin Street to Riseley Street is difficult to make. Line marking this intersection with a "Keep Clear" space and a signing "No U Turn" would improve traffic flow. Any improvement to safer cycling would be applauded 	<ul style="list-style-type: none"> Technical Services will further investigate installing a "Keep Clear" box at the intersection of Griffin Street and Riseley Street to stop cars queuing through the intersection in peak periods Agreed. The structure plan will help deliver improvements to pedestrian and cyclist access and amenity

No.	Summary of Submission	Comments
7	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> The southern frame will devalue property prices and impact on family livability. I am generally supportive of the remainder of the structure plan. There should be a natural transition from R100- R20. Southern frame should be not more than R60 and Colleran Way should also be R60. 4/3/2 staged storey development will be subject to legal challenge as it is zoned R100. 	<ul style="list-style-type: none"> Noted. The Marmion Street Frame provisions have been amended to address residents' concerns. The City would prefer to further investigate changes to zonings along Colleran Way as part of wider community engagement on LPS 6 Disagreed. The height provisions in the structure plan supersede height provisions in CPS 5 and the R-Codes as per Clause 3.4 on page 1
8	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> Strongly oppose the plan with the main issue being the southern frame. The liveability of my home will be decreased as a result of a reduction in natural light, privacy, increased noise, crime, traffic noise, increase danger as a pedestrian crossing Marmion Street, loss of property value. 	<ul style="list-style-type: none"> Noted. The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
9	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Increased traffic is a concern. There are frequent vehicle accidents at Griffin Street and Riseley as it is dangerous for vehicles to exit Griffin onto Riseley Street. Pedestrian access to Garden City is poorly catered for. This needs to improve with less emphasis on the car. 	<ul style="list-style-type: none"> See comments in response to No. 6.
10	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> No lights for Dunkley and Norma Road. Lights cause congestion and there is no need for lights in this location. Parking times at Garden City need to be clearly marked as it is frustrating to find a park when busy. 	<ul style="list-style-type: none"> Noted. The City has been pursuing the installation of traffic signals at the intersection of Norma Road, Dunkley Ave and Canning Hwy for a number of years. This is predicated on existing road safety issues. MRWA provided in principle support for signals at the intersection in 2006 (see attached). The City made a Blackspot funding request in 2010. Part 9 of the structure plan provides for AMP to make a financial contribution to help implement the traffic signals. AMP is proposing to significantly improve parking at the centre including the 'Park Assist' system.

No.	Summary of Submission	Comments
11	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • I do not oppose the redevelopment of the city, however I do object to the Southern Frame. • Loss of privacy, traffic and noise are my concerns. • 4/3/2 storey development on 35 metre length lots does not work. • A R35-R30-R25 transition would be more suited to the area and will achieve the residential density. 	<ul style="list-style-type: none"> • Noted. The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
12	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • I support the City Centre redevelopment in general terms as it is run down and presents poorly however I oppose the Southern Frame. • I do not support 14 storeys on the Alcoa site. This is too close to Marmion Street. • Marmion Street and Riseley Street will have too much traffic. • The entry and exit points for Marmion Street are unsafe and add to traffic congestion. • The Fiona Stanley Hospital implies more traffic from the south. • Marmion Street has access to 5 schools, 3 seniors residential complex's, 2 churches, Mevlille Recreation Centre, Len Shearer Reserve and should not be subject to any more congestion. • It is difficult for residents to exit onto Marmion Street from Neesham Street. • Southern frame will add to congestion • R100 on Marmion will trap pollution from cars. • Carpark and bus terminal entries should be merged. • Less traffic lights are required- can be replace by roundabouts. 	<ul style="list-style-type: none"> • Noted. The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report • The structure plan is based on a 20 year time horizon. Whilst 14 storeys is provided for in the structure plan, buildings may not be developed to that height in the short to medium term. 14 storeys would need to be set well back from Marmion Street. • The concerns about traffic congestion are acknowledged and noted. It is difficult to solve traffic problems by building more roads as this may only "induce" or attract more demand (i.e. more cars), which quickly leads to roads that are just as congested as before. It is also very expensive to extend roads in urban areas and the return (as measured by improvements to travel times) can be minimal in the medium term. • Changes to land use patterns can help reduce the need to travel long distances in the first place and allow people to drive less. This could be progressed by allowing a greater mix of land uses in appropriate locations and concentrating

No.	Summary of Submission	Comments
		<p>development around activity centres. Both of these ideas are underlying drivers of the draft plan.</p> <ul style="list-style-type: none"> Introducing roundabouts instead of traffic lights is not supported by the City at this time. Further detailed design work for intersection improvements will be required if/when the structure plan is approved.
13	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Greatly concerned with the traffic situation from Griffin and Riseley Street Intersection. Motorists do not leave a clear way for traffic to exit each way onto Riseley Street. A no U-Turn sign should be installed 	<ul style="list-style-type: none"> See comments in response to No. 6.
14	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> The general intent of the mixed-use development in the Centre is supported. 4 storey development is better suited to corner sites. Multi storey development should be stepped to prevent overlooking and overshadowing to the south on Colleran Way. Existing houses should be permitted to convert into offices without demolition and redevelopment. Marmion street redevelopment should not adversely affect traffic and single storey residential. Increased traffic will diminish residential amenity. 	<ul style="list-style-type: none"> Noted. It is expected that lots in the City Centre Frame precincts would develop incrementally over time. Change of use applications can be made to convert existing buildings from residential to commercial uses. Traffic volumes along Almondbury, Riseley and Marmion Streets is likely to increase in future. It is therefore considered appropriate to allow and encourage development suited to a city centre environment rather than trying to protect low density suburban residential amenity (which is probably compromised to some extent already)
15	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Roundabout should be relocated on Almondbury Road and reinstate the existing area with vegetation. 	<ul style="list-style-type: none"> Noted. The existing roundabout is likely to be relocated. This will be further investigated at detailed design stage.
16	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> I object to the southern frame transition zone, the inclusion of Ken Ingram Park into the transition zone, lack of independent views in the structure plan and traffic problems at the intersection of Griffin Street and Riseley Street. 	<ul style="list-style-type: none"> Ken Ingram Park is currently reserved for 'Local Open Space' in Community Planning Scheme No. 5 (CPS 5) and was proposed to be also reserved for 'Local

No.	Summary of Submission	Comments
		<p>Open Space' in the draft structure plan. However, this caused confusion for the community and therefore it is recommended that the boundary of the structure plan be amended to remove Ken Ingram Park.</p> <ul style="list-style-type: none"> • See comments in response to No. 6.
17	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • Opposition to the southern frame as it will increase traffic noise, safety issues crossing Marmion Street, increase parking in Colleran Way, increased crime, increased noise, increased traffic congestion. 	<ul style="list-style-type: none"> • Noted. The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
18	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • Object to the southern frame as it will create privacy and access to sunlight issues for the southern residents. • Transition of R35-30-35 would be acceptable. 	<ul style="list-style-type: none"> • Noted. The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
19	<p>Support</p> <ul style="list-style-type: none"> • Petition of land owners at 111-119 Riseley who support the plan and also want to be included as part of the frame. 	<ul style="list-style-type: none"> • Noted and discussed in the report
20	<p>Support</p> <ul style="list-style-type: none"> • I am delighted with the draft plan and fully support the proposal. • R100 in the frame is supported and provides a basis for redevelopment to give the area a "city vibe". 	<ul style="list-style-type: none"> • Noted
21	<p>Support</p> <ul style="list-style-type: none"> • Being able to access a high street with cafes is brilliant. • This will define Melville City as a centre which is lacking in most suburban areas. 	<ul style="list-style-type: none"> • Noted
22	<p>Comments/ Suggestions</p> <ul style="list-style-type: none"> • The plan should include more greenery • Multi storey and an expansion in floor area is encouraged. • Retention of the library is important. • A refurbishment of the area to make it more appealing is required. 	<ul style="list-style-type: none"> • These items are addressed in the structure plan and Council report
23	<p>Comments/ Suggestions</p> <ul style="list-style-type: none"> • More availability/ diversity of shops is encouraged. 	<ul style="list-style-type: none"> • Noted

No.	Summary of Submission	Comments
24	<p>Support</p> <ul style="list-style-type: none"> • This will provide more local employment for youth. • Much higher density development including the provision of parking is required. • Retain bus station • More choices of bars/cafes/ restaurants including availability after hours. • Development of a high street precinct. • Integrate library and council facilities into precinct. • Open traffic to Almondbury Road • Ensure accessibility for bikes and pedestrians 	<ul style="list-style-type: none"> • Noted
25	<p>Support but concerns about Frame</p> <ul style="list-style-type: none"> • Complete support of the proposal with the exception of the R100 Outer Frame. This would cause the frame properties to be overpowering to the residential behind them. • Current 10.5 height limit is sufficient for the frame properties. 	<ul style="list-style-type: none"> • There were no major issues raised with the City Centre Frame zoning and height provisions along Almondbury Road and Riseley Street • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
26	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • Generally support the proposal however the southern frame needs to be extended to the middle of the next street. • Properties backing onto the frame should be upcoded to R50 • Should be designed to more bicycle friendly. • Bicycle parking should be allocated at the entries of the centre, separated from car parking to increase safety. 	<ul style="list-style-type: none"> • Issues raised are further discussed in the Council report
27	<p>Support</p> <ul style="list-style-type: none"> • I support the proposal and it will completely improve the centre. • Would like to see better integration between the Booragoon Commercial Centre and the gateway with the new complex. This is currently very poorly designed. • Surrounding Frame zoning should be extended to Davy Street to create a clear definition of the centre. 	<ul style="list-style-type: none"> • Noted

No.	Summary of Submission	Comments
28	<p>Support</p> <ul style="list-style-type: none"> Support the proposal however the main street appears to be oriented SE/NW. This lines up all the prevailing winds and would become a wind tunnel. The orientation would also not permit northern sunlight access for alfresco dining. 	<ul style="list-style-type: none"> Further detailed design work will be required for the proposed high street and piazza. These comments will be further investigated as part of those processes.
29	<p>Support</p> <ul style="list-style-type: none"> I am all for progression. I live close to the centre and see no problems with the proposal. 	<ul style="list-style-type: none"> Noted
30	<p>Support</p> <ul style="list-style-type: none"> Proposal looks great. We have just returned from Europe and the lack of vibrancy in our community is stark in comparison. 	<ul style="list-style-type: none"> Noted. The structure plan seeks to add more vibrancy and atmosphere to the city centre
31	<p>Support</p> <ul style="list-style-type: none"> Completely support the proposal. 	<ul style="list-style-type: none"> Noted
32	<p>Support</p> <ul style="list-style-type: none"> I fully support the proposed structure plan however would like to make some recommendations. Should be pedestrian friendly, ensure sunlight penetration into public spaces, ensure building heights in frame do not overshadow residential, plenty of bicycle parking, be creative with signage, ensure car bays do not overhang pedestrian footpaths and plenty of vegetation. 	<ul style="list-style-type: none"> Agreed. These matters will be further investigated through detailed design stages
33	<p>Support</p> <ul style="list-style-type: none"> Me and my family fully support the proposal and believe it will be for the good of the community. 	<ul style="list-style-type: none"> Noted
34	<p>Support</p> <ul style="list-style-type: none"> Generally impressed with the plan. Main street is an excellent idea that will be the outdoor heart of the city centre. Large numbers of people need to live within walking distance of the centre to make it viable. Connecting the centre to wireless hill is a good idea. Better infrastructure is needed for cyclists and pedestrians. 	<ul style="list-style-type: none"> Noted

No.	Summary of Submission	Comments
35	<p>Support</p> <ul style="list-style-type: none"> Support the proposal Traffic generated should not be diverted to Links Road as there are 2 schools on this road as there are already safety concerns. Traffic jams at Riseley Street and Canning Highway at peak times are very bad and need to be addressed. 	<ul style="list-style-type: none"> There are no plans to divert or encourage further traffic along Links Road The options for future changes to Canning Highway and Riseley Street intersection will require further detailed investigations
36	<p>Support</p> <ul style="list-style-type: none"> (Major landowner name) supports the advertised structure plan 	<ul style="list-style-type: none"> Noted
37	<p>Support</p> <ul style="list-style-type: none"> Fully supportive of the plan and we believe it will have a positive effect on our property. 	<ul style="list-style-type: none"> Noted
38	<p>Support</p> <ul style="list-style-type: none"> Roll on the extensions. Walking space is already restricted with all booths along the pathways. Sufficient space is required as a large number of prams, trolleys and mobility aids make it quite dangerous for pedestrians. 	<ul style="list-style-type: none"> Noted.
39	<p>Support</p> <ul style="list-style-type: none"> Fully supportive of the proposal and the high street and piazza. Garden City retail should be greater diversified to attract higher end style and fashion. Much of the trade from Garden City was lost to Claremont quarter. More trees in the open car parking to provide shade and colour. Garden city needs a "front door" majestic grand entrance. Garden city several floors high would make more people want to visit. More European style buildings would improve to appearance and feel of the centre Landscaping should be improved around surrounding streets. 	<ul style="list-style-type: none"> Noted. These points are largely addressed in the structure plan
40	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Max heights for corner should be 6 storeys instead of 8 Building height limits in the Frame should be raised to 6 storeys if residential and ground floor commercial is provided Car parking should be based on 1 per apartment and 2 for each commercial unit not on floor area. The Frame should have the same permissible uses and setback requirements as Kearns Crescent. 4/3/2 height restrictions does not seem practicable for blocks which are not rectangle. 	<ul style="list-style-type: none"> Noted. Major street corners are key entrance points to the city centre and therefore high quality landmark buildings are encouraged. However, buildings may not be developed to this height in the short to medium term (depends on market and economic conditions) The building height provisions in the Frame set maximum limits but are not intended to be based on and appropriate

No.	Summary of Submission	Comments
		<p>for every individual lot. This is not realistically possible as essentially different height and provisions might be set for each individual lot. This would be extremely time consuming, expensive and confusing for landowners.</p> <ul style="list-style-type: none"> Buildings therefore need to be designed within the maximum building envelopes provided in the structure plan
41	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Proposal is generally good and well considered. The density of the frame is a good move forward. Riseley Street should not be treated as the back end of the development 	<ul style="list-style-type: none"> Noted
42	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> Strongly opposed to the plan, particularly the properties to the southern frame on Marmion Street. The R100 lots will impact on the livability of my home, reduce natural light, loss of privacy, increase noise, increased crime, increased noise, pedestrian safety crossing Marmion or Riseley Streets and loss of home value. 	<ul style="list-style-type: none"> The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
43	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> There is not enough demand for this centre and Murdoch centre. The lakes behind Alcoa should be retained. Riseley St / Almondbury Rd intersection needs to be redesigned. 	<ul style="list-style-type: none"> Murdoch and the Melville City Centre are encouraged to develop as complementary centres. Murdoch would have a health and education focus and the Melville City Centre as comparison retail and residential focus. The City would encourage improvements to the lakes and green spaces Riseley St / Almondbury Rd intersection will be redesigned in future
44	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> The proposed relocation of the roundabout on Davy Street is very close to walls of the boundary wall of adjoining units on The Ramble Booragoon. This roundabout is currently subject to dangerous driving and having it so close to the wall and living areas of the residential dwellings is dangerous. This creates a significant safety concern for residents of the area. The roundabout creates noise and decreases privacy for residents. 	<ul style="list-style-type: none"> AMP and the City will investigate these issues further through the detailed design process. It is possible that the roundabout could be shifted further away from residential dwellings.

No.	Summary of Submission	Comments
	<ul style="list-style-type: none"> The roundabout should stay in the same location and realign the main street accordingly. If it is built in the proposed location, it should not be so close to the boundary walls Current pedestrian safety at the roundabout is currently not the best, with sightlines are restricted along Davy Street. Improvements need to be made here. 	
45	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> Strongly opposed to the plan with the main issue of the broadening on the activity centre boundary to include the southern residential properties on Marmion Street. This is a big increase to residential density and height and will increase noise, pollution, fumes, crime, loss of ambience in front gardens, increase danger crossing roads and an increase in traffic. 	<ul style="list-style-type: none"> The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
46	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> Do not oppose the redevelopment of Garden City, but do have concerns with the southern R100 frame. It will result in a loss of privacy to the abutting properties. The transitional building height of 4-3-2 is flawed as the length of lots are only 35 metres compared to 42-45 in Riseley and Almondbury. The activity centre boundary should be increased to include the south sides of Colleran Way and Sprigg Place with a R35-R30-R25 transition. 	<ul style="list-style-type: none"> The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
47	<p>Object</p> <ul style="list-style-type: none"> R100 in the frame is too high. A transition zone is required on the western side to create a uniform boundary. The frame should be extended into surrounding streets with a graduated R40-R25 to provide more residential space. Traffic problems need to be addressed. Further studies should be undertaken for water, sewerage, telephone, data and law enforcement. 	<ul style="list-style-type: none"> The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report The City considers that the wider community engagement on LPS 6 is a good opportunity to discuss future zonings for lots outside the structure plan area Service providers have been advised and expressed no concerns regarding future utility provision for the city centre

No.	Summary of Submission	Comments
48	Object to Marmion Street Frame <ul style="list-style-type: none"> • Loss of privacy in front and back yard as a result of the southern frame at R100. • Traffic, noise, and crime will result from the increased density. 	<ul style="list-style-type: none"> • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
49	Object <ul style="list-style-type: none"> • The redevelopment will increase traffic and result in an unsafe neighbourhood. • Increased noise will affect lifestyles of the neighbourhood. 	<ul style="list-style-type: none"> • Discussed in the report and in previous comments above
50	Comments/Suggestions <ul style="list-style-type: none"> • I like the high street concept with more emphasis on pedestrians and cyclists. • Traffic is a concern, especially when exiting from Griffin Street onto Riseley Street. The intersection needs to be upgraded. • Separate bike paths are required 	<ul style="list-style-type: none"> • See response to submission 6
51	Comments/Suggestions <ul style="list-style-type: none"> • Traffic concerns for McCallum Road as this is a local street.. • Traffic jams occur at school start and finish times. • Plants and animals of Wireless Hill should be protected and management of the park should be improved. • Pedestrian access to the bus station is poor and it wastes a lot of space. • Increase Western Australian Plant species on the High Street. 	<ul style="list-style-type: none"> • See response to submission 2 • Wireless Hill is not affected by the structure plan and is seen as a great asset for the city centre
52	Object to Marmion Street Frame <ul style="list-style-type: none"> • Object to R100 southern frame as increased density is unnecessary, increased traffic will create noise and safety issues. • It is very difficult to exit Neesham street onto Marmion Street. • It will be unsafe for pedestrians to cross Marmion Street. • R100 buildings will create significant overshadowing, increased crime and noise. • Ken Ingram should remain as public open space. 	<ul style="list-style-type: none"> • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report • Ken Ingram Park will remain as local open space
53	Object <ul style="list-style-type: none"> • The structure plan is going to deteriorate the peaceful and quiet area and will result in a loss of privacy, increase in crime and noise. 	<ul style="list-style-type: none"> • Disagreed
54	Object to Marmion Street Frame <ul style="list-style-type: none"> • R100 4 storey southern frame at our fence line is too much. • Units are not consistent with SPP 4.2 • Overshadowing, privacy, increased noise, increased traffic, increased crime, 	<ul style="list-style-type: none"> • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report

No.	Summary of Submission	Comments
	<p>increased street parking, pedestrian hazards, health risks, traffic lights will increase toxic fumes will all be adverse effects of the proposal.</p> <ul style="list-style-type: none"> • Southern frame should include Colleran Way and Sprigg Place. • Fourth traffic light be replaced with roundabout. • Pedestrian underpasses be provided. • Roundabout provided at Riseley and Karoonda Road intersection. • Improvements be made to Griffin/ Riseley intersection. • Traffic lights at Neesham/ Marmion Street intersections. • Join Davy Street with Almondbury to divert traffic. 	
55	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • Oppose southern frame as it will impact on natural light, increased noise, crime, and increased traffic. • Properties to the south of the frame should be included in the frame. 	<ul style="list-style-type: none"> • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
56	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • Object to the southern frame for traffic, noise and increase density reasons. • Street parking in Colleran way will be increased over peak periods of the year. • Rezoning should be a transitional R35-30-25. 	<ul style="list-style-type: none"> • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
57	<p>Object</p> <ul style="list-style-type: none"> • Proposal is in detriment to the peace and quiet of the area. 	<ul style="list-style-type: none"> • Noted
58	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • Object to the southern frame as it will increase crime and will impact on our privacy. 	<ul style="list-style-type: none"> • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
59	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • Object to southern frame R100 as it will increase parking on the street. 	<ul style="list-style-type: none"> • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
60	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • Object to the southern frame as it will impact on livability of the home and reduce natural light, impact privacy, increased traffic emissions will create health problems, increase crime, increase pedestrian danger. 	<ul style="list-style-type: none"> • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report

No.	Summary of Submission	Comments
61	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> Object to the southern R100 frame as it will increase noise, traffic, crime 	<ul style="list-style-type: none"> The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
62	<p>Object</p> <ul style="list-style-type: none"> Higher density development will increase traffic congestion Density is only suitable in certain areas. Like Cockburn. This has been originally designed and cannot see how Melville would benefit from similar density. Proposal will decrease property value Residents value peaceful suburban atmosphere and we should not be like South Perth, East Perth, Subiaco or Burswood. 	<ul style="list-style-type: none"> Acknowledged. However, All local governments are required to proactively plan for the future of their local areas. Perth's population is growing rapidly and each local government must have a plan to accommodate its share of the population growth. The City of Melville is seeking to concentrate development and population growth in "activity centres", such as Canning Bridge, Murdoch and the Melville City Centre and along public transport routes. This can reduce pressures on suburban residential areas.
63	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> Strongly oppose to structure plan and southern frame. Proposal will impact on natural light and heat, privacy, fumes and pollution, noise, crime and dangers crossing Marmion Street. A transition zone is required for the southern residents. 	<ul style="list-style-type: none"> The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
64	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> Object to the southern frame for noise traffic, number of residents and pedestrian safety. Support the transitional zoning of R35-30-35 	<ul style="list-style-type: none"> The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
65	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Concerned about the relocation of the roundabout on Davy Street as it will reduce the verge width by about 90% and put 2 bedrooms in jeopardy. Cars are often hooning around the road systems and current roundabout. When moved, it should not compromise the verge and should be moved in the Garden City Lot to not compromise safety for the residents. 	<ul style="list-style-type: none"> AMP and the City will investigate these issues further through the detailed design process. It is possible that the roundabout could be shifted further away from residential dwellings.

No.	Summary of Submission	Comments
66	Object to Marmion Street Frame <ul style="list-style-type: none"> • Proposal will increase congestion and overflow parking. • Object to the southern frame and request R35-30-25. • Griffin/ Riseley Street intersection is dangerous and requires modification. 	<ul style="list-style-type: none"> • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report • See response to comment 6
67	Comments/Suggestions <ul style="list-style-type: none"> • Parking is becoming an issue within garden city, and this may be a direct result of having free parking on site. Many places in the UK now have metered parking and are highly successful. 	<ul style="list-style-type: none"> • AMP is proposing to improve parking and access including the introduction of Park Assist
68	Support <ul style="list-style-type: none"> • Supportive of the Garden City Structure Plan. • Plan resolves the mis-zoning of surrounding properties and creates a platform for creating a sustainable precinct. • 6 Star Environmentally Sustainable Design should be a requirement and give a plot ratio bonus for complying. • Piazza concept, removal of existing Davy Street link, and opening the eastern side of the council offices are all good ideas. • Library should be rebuilt. • Garden City needs to be more outward looking, and the "daggy" food hall needs a redesign. 	<ul style="list-style-type: none"> • Agreed and provided for in the structure plan
69	Object to Marmion Street Frame <ul style="list-style-type: none"> • Object to southern frame. • 4 storey's is too high on the rear boundary and will impact on access to natural light, noise, pollution, privacy, increase crime. • Proposed residential/ commercial structure of the centre will more than meet the population density targets. • Concerned with the inclusion of Ken Ingram Park in the frame area. 	<ul style="list-style-type: none"> • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report • Ken Ingram Park will remain as local open space and has been removed from the structure plan area
70	Object to Marmion Street Frame <ul style="list-style-type: none"> • Object to southern frame as it will result in overlooking, increased traffic, a breakdown in community feeling, and decreased security. 	<ul style="list-style-type: none"> • The Marmion Street Frame provisions have been amended to address residents' concerns as discussed in the Council report
71	Object <ul style="list-style-type: none"> • Object to the proposal and unit/ flat style development resulting in increased crime and loss of privacy. 	<ul style="list-style-type: none"> • Some people think high density housing equals blocks of 1960's style flats or social housing. However, this is not the case, particularly if the structure plans

No.	Summary of Submission	Comments
		<p>promotes high quality development. There are many examples of high quality development with higher density housing, including:</p> <ul style="list-style-type: none"> • South Perth • Crawley • East Perth • West Perth • Subiaco • Northbridge • Ascot Waters • Burswood
72	<p>Object</p> <ul style="list-style-type: none"> • Oppose the structure plan as it is unnecessary. • It will cause overlooking and would result in a total loss of privacy. 	<p>A new structure plan for the area is required for the following reasons:</p> <ul style="list-style-type: none"> • Activity centre structure plans are required to be prepared for major centres, such as Booragoon, as per <i>State Planning Policy 4.2: Activity Centres for Perth and Peel</i> (SPP 4.2); • AMP is proposing to expand the shopping centre. Activity centre structure plans are to be endorsed prior to a major development (such as the proposed shopping centre expansion) being approved as per SPP 4.2; and • The previously prepared 2007 Centre Plan has not been significantly progressed and requires updating.
73	<p>Object</p> <ul style="list-style-type: none"> • Object to the structure plan as it will result in a loss of privacy / overlooking, will increase the noise level, increase crime and traffic flow. 	<ul style="list-style-type: none"> • Refer to previous comments
74	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • Concerns with southern frame as it will be featured by younger residents, will cause noise and overlooking, overshadow southern properties and reduce property values by 20%-30%. 	<ul style="list-style-type: none"> • Refer to previous comments

No.	Summary of Submission	Comments
75	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> All for changes proposed at Garden City however are opposed to the southern frame at R100. The boundary should be shifted south to behind Colleran Way. Griffin/ Riseley Street intersection markings displaying “keep clear” is required. 	<ul style="list-style-type: none"> Refer to previous comments
76	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Garden City is currently inaccessible to pedestrians and cyclists. Traffic is a concern and current traffic calming measures have been turned into a challenge for motorists. Traffic chicanes on Coomora Rd should be removed and replaced by bike lanes and narrow traffic islands. Further directional signage to keep traffic onto main roads. Dedicated bus stop lane on Marmion Street should be removed and replaced with Left hand turning lane. 	<ul style="list-style-type: none"> Pedestrian and cyclist access and amenity needs to be improved and this is recommended by the structure plan Local traffic issues can be further investigated by the City
77	<p>Support</p> <ul style="list-style-type: none"> Support the proposal. Provision should be given to residential in the precinct (eg in a tower) as it is close to public transport, amenities and Wireless Hill. People are using the northern roads as thoroughfare to Canning Highway. Traffic signals are required on Canning highway/ Norma/ Dunkley and appropriate signage to discourage rat runs on McCallum Crescent. 	<ul style="list-style-type: none"> Possible “rat running”, particularly on Links Road, Searle Road and MacCallum Crescent will be monitored and if required, Local Area Traffic Management options further investigated
78	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Traffic studies have been focused only on main roads- Should have been more emphasis on the local roads as significant issues remain on these roads. Traffic upgrades do not appear to consider other planning efforts nearby (Riseley Street). Current on site parking is barely adequate (100% at peak times). The parking ratio needs to be improved. 	<ul style="list-style-type: none"> Possible “rat running”, particularly on Links Road, Searle Road and MacCallum Crescent will be monitored and if required, Local Area Traffic Management options further investigated Traffic investigations have been informed by other studies taking place Parking access is proposed to be improved including Park Assist
79	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> We should only be building to a maximum of R30 High rise in Cockburn Central does not look stylish. Building too high puts pressure on pedestrian safety and traffic flow. The Griffin/ Riseley Street intersection is very unsafe. 	<ul style="list-style-type: none"> Requiring high quality development is a major objective of the structure plan. The plan includes mandatory requirements for high quality designs See response to comment 6

No.	Summary of Submission	Comments
	<ul style="list-style-type: none"> The street landscape should be improved and modernized. Only “yuppy” style development should be encouraged to preserve families and community within the area 	
80	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Traffic and safety are compromised by the proposal, particularly on Griffin Way/ Riseley Street intersection. A clear way is required for this intersection to ensure cars exiting Griffin way onto Riseley are able to safely do so. 	<ul style="list-style-type: none"> See response to comment 6
81	<p>Object <u>City of Fremantle</u></p> <ul style="list-style-type: none"> The City supports the preparation of a structure plan for the activity centre The City is concerned that in its current form, the structure plan fails in a number of respects. In particular the amount of proposed retail floorspace appears disproportionately large relative to other land uses given the objective to create a mixed use city centre The development staging allows for the development of the majority of the retail floor space in the first few years, with very limited non-retail (residential) development occurring concurrently which is a threat to the centre’s diversity. This presents the risk that the centre will remain retail dominated for a considerable period of time 	<ul style="list-style-type: none"> Noted This matter is discussed further in Items 5 and 6 of the Council report Higher housing densities usually require or are attracted by high amenity and the provision of local services, attractions and transport links. Fremantle already has many of these advantages. It will be difficult to attract higher density housing to the Melville City Centre unless real improvements can be made to improve the amenity and desirability of the centre as place to live. The proposed high street, piazza, upgraded bus station, new community facilities and improved walking and cycling access are all necessary drivers to attracting more residents to live in the city centre. These improvements will be paid for by expanding the shopping centre. The required delivery of 120 new dwellings as part of stage 1 of the development has never been done before in Perth and would set a new standard for the mandatory provision of residential

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	<ul style="list-style-type: none"> • The City of Fremantle specifically objects to the scale of additional retail floorspace for two reasons. • Firstly, the population catchment needed to sustain a 120,000m² retail floorspace would need to be substantially greater than the current catchment. This would be greater than the population catchment of a Secondary Centre under SPP 4.2 and could have a negative impact on the retail performance of Fremantle, which is a Strategic Metropolitan Centre (and higher on the activity centres hierarchy) • Secondly, the amount of retail floorspace proposed in proportion to other land uses means that the diversity performance target set in SPP 4.2 is not met. • The structure plan anticipates that the majority of the residential component of new development will be delivered in the Frame area adjoining the centre on three sides. This reliance on this peripheral land which is in fragmented, multiple ownerships gives rise to considerable uncertainty over whether a major part of the residential component of the structure plan will ever be implemented to any meaningful extent. • The plan misses a major opportunity to provide for substantially more higher density development in the core of the city centre where development could occur in a more integrated way with other land uses and public transport facilities. 	<p>dwelling in suburban shopping centres. It is considered that a high quality redevelopment of the shopping centre and surrounds will help attract more residents to live in the city centre.</p> <ul style="list-style-type: none"> • Acknowledged • The current estimated catchment population for the Booragoon Secondary Centre is 365,000. The population of the existing catchment area is expected to grow by 1.4% per annum over the next five years, increasing the number of dwellings to 390,000. The SPP 4.2 catchment size for a Secondary Centre is 150,000 persons (See Table 3). The centre therefore already has much larger catchment area than recognised in SPP 4.2 and population of the existing catchment area is growing rapidly. • This matter is discussed further in Items 5 and 6 of the Council report • It is acknowledged that redevelopment of existing lots in the Frame will be slow and incremental. More residential development would be attracted to the city centre if real improvements can be made to the amenity and desirability of living in the centre. It is possible that landowners in the core may develop more residential dwellings than currently envisaged if the economic drivers are in place for this to happen.

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	<ul style="list-style-type: none"> • Urban form is a concern, particularly with the lack of a coherent network of streets and public spaces. • The high street is spatially separated and fails to connect with the bus terminal, main entrance points, offices, cinema and council/ community facilities. • The proposal gives the impression that the centre will consist of a network of open public streets however it is far more likely that the network will be internal to the centre and only available for use during shopping hours. This will fail to provide a permeable and connected centre. • The City considers that the structure plan in its current form fails to adequately meet the objectives of Directions 2031 and SPP 4.2 and therefore should not be approved in its current form. 	<ul style="list-style-type: none"> • The urban form is already largely in place. The structure plan needs to be realistic in what it can achieve. • Disagreed. The high street would be located next to the cinema, new community hub, civic facilities and entertainment precinct. The possible relocation of the bus station was not supported by PTA. • The majority of the retail would likely be in an expanded internal more. The major issue to address in the structure plan is not what is inside the centre, but what is outside and what external facades are like. These aspects are proposed to be substantially improved. • Disagreed, as discussed in the Council report
82	<p>Comments/Suggestions <u>Stockland</u> (owner of Bull Creek Shopping Centre)</p> <ul style="list-style-type: none"> • Stockland does not dispute that MCC is out of character with a secondary centre however the doubling of retail floorspace to 120,00sqm is a concern and may not be suitable. • The economics report states that Bull Creek only just has enough demand to support current levels of floor space. This is incorrect as the centre is performing quite highly. • There has been continued growth of the retail market for Bull Creek Centre and the centre may be expanded in the future • There may be proposals to expand the retail floorspace at Riverton, Canning City Centre and Southlands, and the assumption stated in the economics report that the centres will not change up to 2022 are incorrect. As a result, there may be in excess of 60,000m² of retail floorspace developed within the immediate catchment of the Melville City Centre 	<ul style="list-style-type: none"> • This matter is discussed further in Items 5 and 6 of the Council report • Noted • Noted • This matter is discussed further in Items 5, 7 and 8 of the Council report

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	<ul style="list-style-type: none"> • A Retail Sustainability Assessment (RSA) has not been provided to demonstrate that a market demand exists to support the proposed increase in floorspace. A RSA should be undertaken to ensure that there is not risk to the viability of surrounding centres. • The centre does not meet the required 50% diversity target for centre with greater than 100,000sqm floor space and questions whether the same be applied to centres such as Bull Creek when looking to redevelop. The variation is considered to be justified with the provision of Canning Bridge and Murdoch redevelopments, however still poses as an overprovision of retail floor space at Melville City Centre. This should not be supported as it does not comply with the requirements of SPP4.2. • Stockland does not have any general prejudice against major retail expansions in competing centres. All competitors should be on a level playing field - particularly in the consistent and fair application of SPP 4.2's provisions. • The above are considered to be significant issues and must be resolved prior to the further progression of the structure plan 	<ul style="list-style-type: none"> • Pracsys has advised that a RSA has not been provided as the WAPC Guidelines for the referred to in SPP 4.2 have not been made available. Regardless of the lack of clarity on what an RSA is, what it should cover and how it should be prepared, Pracsys has provided local and regional modeling of other centres to demonstrate that the expansion of retail floorspace at the Garden City Shopping Centre would not have an unacceptable impact on other centres. This matter is discussed further in Items 5, 7 and 8 of the Council report • This matter is discussed further in Item 6 of the Council report • Noted and agreed. All applicants should be treated fairly and consistently. • Noted, however disagreed
83	<p>Object to Marmion Street Frame <u>Southern Frame Committee</u></p> <ul style="list-style-type: none"> • The Southern Frame Committee is made up of residents from the north and south sides of Colleran Way, Sprigg Place and surrounding streets (73 names are listed in an appendix) • The Committee supports the redevelopment proposed for the Garden City, Lakeside and High Street precincts • The Committee is strongly opposed to the R100 zoning proposed for the Centre Frame along Marmion Street 	<ul style="list-style-type: none"> • Noted • Noted • Acknowledged and further discussed in Item 1 of the Council report

No.	Summary of Submission	Comments
	<ul style="list-style-type: none"> • The Committee is proposing a broader, flatter density transition zone, covering Marmion Street (suggested zoning of R35) and Colleran Way/Sprigg Place (suggested zoning of R25) • The current 4/3/2 building height provisions do not fit on the shallow Marmion Street lots. The sketches in the plan are inappropriate for the Marmion Street lots (due to their north facing orientation and flat topography) • The current 4/3/2 building height provisions would result in overshadowing of between 8-10 metres on the northern side of Colleran Way and Sprigg Place. This would breach the requirements of the R-Codes for at least 15 or 22 properties. • Transition zones on the shallow lots are too severe and are not conducive to provide the desired effect of protecting lower density residential development from the city centre 	<ul style="list-style-type: none"> • Further discussed in Items 1 and 2 of the Council report • See above. Also, it would not be possible for a broad structure plan document to correctly predict the future development form of every new building on each lot. Instead, development applications need to be prepared within the maximum 'building envelope' or box defined by the structure plan. Building height is one of these controls, which are supplemented by building setbacks, overshadowing provisions, privacy provisions etc. The proposed controls are considered to be appropriate, would be in excess of the R-Codes requirements and would reduce potential impacts for adjoining residential properties. • Overshadowing would be assessed at the development application stage. It would not be possible for a broad structure plan document to correctly predict the future development form of every new building on each lot. The purpose of a structure plan is to provide the broad planning framework. Detailed requirements for issues such as overshadowing and privacy are provided in the R-Codes. Development applications would be assessed in accordance with the R-Codes regarding overshadowing. • Further discussed in Items 1 and 2 of the Council report

No.	Summary of Submission	Comments
	<ul style="list-style-type: none"> • Loss of sunlight to rear backyard areas • The frame is not required to meet the dwelling targets, making the development of the frame at R100 unnecessary over development. • Younger people are attracted to high density developments and the residents of Sprigg and Colleran Way are elderly which may create problems relating to noise • The changes are not in keeping with the existing character of the low density residential bounded by Marmion Street to the north and Riseley to the east. 	<ul style="list-style-type: none"> • See above comments on overshadowing provisions • Disagreed. The future development of residential in the City Centre Frame will be an important part of delivering the WAPC's housing targets for the city centre. The city centre would not comply with the SPP 4.2 targets if the Marmion Street Frame was to be excluded from the structure plan area • Experiences around Perth indicate that two key demographics attracted to higher density urban living close to amenities, services and transport links are 'empty nesters' (people looking to downsize from larger homes often because of financial, lifestyle or personal reasons) or professional singles or couples. Clause 10.2.5 of the structure plan allows the City to require a noise impact assessment to be considered as part of the development application process. • Acknowledged. However, low density residential dwellings on Riseley and Marmion Streets are unlikely to have the same residential amenity as that found on quiet suburban streets. The streetscape and traffic volumes on Marmion Street is very different to the streetscape and traffic volumes on Sprigg Place for example. It is considered that the Marmion Street Frame is and will be different from suburban residential streets and is more properly assessed as part of the city centre environment, particularly given its location directly across from a major activity centre.

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	<ul style="list-style-type: none"> • Generic to the resident letters with internet sites listed for further information can be easily missed and may limit the ability of seniors to fully engage in the process 	<p>It is important that the interface of the Marmion Street Frame and adjoining residential is properly considered. Therefore the City has proposed to use existing provisions for the Centre Frame precinct along Riseley Street (i.e. same building height). Rear building setbacks in excess of the R-Codes requirements are also proposed.</p> <ul style="list-style-type: none"> • Noted. The City sent letters to all residents and landowners within 800 metres of the city centre. The City has landowners names, but not residents names on its databases. There were also a variety of engagement methods used including information sessions, a display in Garden City, brochures and copies of the structure plan available at the library, Civic Centre and Volunteer Resource Centre.
84	<p>Comments/Suggestions <u>City of Cockburn</u></p> <ul style="list-style-type: none"> • Further study is required to determine if the activity centre boundary is in the correct location. The 800m catchment focused on around the bus station is insufficient given the size of the centre and should be based on at 4 points around the centre. This will in tern justify higher surrounding residential densities to support the centre- As such, the single row of R100 is not supported. • Public transport should be better integrated into the heart of the centre. Pedestrians are subject to a significant walk to access the centre and there appears to be no attempt to transform the existing box shopping centre into a pedestrian friendly environment. Plans should be amended to address access, permeability and legibility. • The location of the Main Street is hidden behind the existing centre, requiring some to walk an additional 400 metres to access it. It is completely separated from the bus station and is on the opposite side to the where many people enter the centre (Riseley/ Marmion) reducing viability. 	<ul style="list-style-type: none"> • The City determined the area of the structure plan in conjunction with and consistent with the views of the Department of Planning • Noted. This was discussed throughout the project, however PTA indicated that it would not support moving the bus station from its current location • The high street would be located next to the cinema, new community hub, civic facilities and entertainment precinct.

No.	Summary of Submission	Comments
	<p>More density would improve the viability of the centre.</p> <ul style="list-style-type: none"> • A main Street component located closer to the bus terminal would improve the sustainability of the project as there appears to be no integration of public transport into the Main Street. • Proposed road upgrades appear to be motor vehicle oriented with a lack of urban design focused outcomes to deal with permeability and alternative transportation modes. • The ability to achieve in the outer frame is unlikely without addressing connectivity with the centre. • Simply R-Coding R100 development does not provide for diversity in development, merely one and two bedroom apartment requirements. Housing choice and availability options into the future are not addressed. • It is critical to deliver residential early on within the centre given that the prerequisite for mixed use is unmet in its current format. • Further information should be provided to demonstrate how the inward facing component will integrate with its surrounding local context. • External road network upgrades should be completed prior to commencement of development • Residential development should be provided at commencement of the commercial development over 5,000sqm. • Residential development, improved public realm, civic design, improved public transportation and infrastructure upgrades should be implemented as part of retail expansion upgrades, not following. 	<ul style="list-style-type: none"> • See above • Improving pedestrian and cyclist access is a key objective and will be further addressed at the detailed design stage • Noted but disagreed • Agreed. Housing diversity will need to be provided in accordance with the R-Codes provisions which is stated in the structure plan • Agreed. 120 dwellings are to be provided in Stage 1 • This is discussed in some detail in Part 2 of the plan • Agreed and provided for in the plan • Agreed. 120 dwellings are to be provided in Stage 1 • Agreed. These are statutory requirements in accordance with Part 1 Section 9 of the plan
85	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> • Concerns for the impact of the Main Street on local traffic, particularly Searle and Links Road. • Increased traffic will devalue our property. 	<ul style="list-style-type: none"> • The proposed high street is a pedestrian focused retail/community/entertainment area is will not be designed to high traffic speeds or volumes
86	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> • Proposed entry to Garden City via Davy Street via Davy street is a concern being so close to the residential units. • A better alternative would be closer to the council building. A roundabout could be constructed around the tract of bush land to retain the heritage tree. This would also provide a natural vista on the main street looking south and will provide for a safer and smoother flow of traffic. 	<ul style="list-style-type: none"> • This will be further investigated at the detailed design stage.

No.	Summary of Submission	Comments
87	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> • I am in favour of some medium height buildings in Riseley Centre and Garden City but I am very concerned about traffic management plans. • Traffic problem needs to be addressed properly before the expansion of either project. • Traffic should be monitored on the streets surrounding Garden City (counters) before and after any changes occur. • There is now a constant stream of traffic using McCallum Crescent for up to 12 hours per day 7 days a week as a result of late night & Sunday trading. • Time for traffic calming or road closures to be implemented in the streets surrounding Garden City. • Increased risk factor. 	<ul style="list-style-type: none"> • Car use in Perth ranks amongst the highest in the world, with around 80% of all our personal trips made by car according to the Department of Transport (or approximately 90% of trips to Garden City). • But 75% of the population says we need to reduce car dependency and increase the use of public transport. And 87% of people support more funding for public transport, cycling and walking instead of building new roads, according to Department of Transport surveys. • It is difficult to solve traffic problems by building more roads as this may only “induce” or attract more demand (i.e. more cars), which quickly leads to roads that are just as congested as before. It is also very expensive to extend roads in urban areas and the return (as measured by improvements to travel times) can be minimal in the medium term. • Changes to land use patterns can help reduce the need to travel long distances in the first place and allow people to drive less. This could be progressed by allowing a greater mix of land uses in appropriate locations and concentrating development around activity centres. Both of these ideas are underlying drivers of the draft plan.

No.	Summary of Submission	Comments
88	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • We are very concerned by rezoning the south side of Marmion St to R100 as the noise, traffic and number of residents increase would affect us dramatically. • Having high density/apartment dwelling will lead to an increase in the crime rate in an existing peaceful suburb. • People park in our street and walk through to Garden City. The amount of parking on our street increases dramatically over holiday periods and is a concern when exiting/entering our driveway. This would only increase if densities were increased. • I fully support the rezoning proposed by the Southern Frame Group of R35-30-25 and understand suburbs have to grow. Appropriate steps, management and consultation with people are of great importance. 	<ul style="list-style-type: none"> • See previous comments
89	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • I object to zoning south of Marmion Street to R100 due to the compromise of privacy for home owners north and south of Colleran Way and Sprigg Street. • 4 storey developments will block the northern sun to the rear blocks, effecting the amount of sunlight for owners to the north of Colleran Way and Sprigg Street. • I support the proposed rezoning of the South Frame Group. • R100 should be shifted from the south side of Marmion to the north side. • Riseley Street is already very busy and is difficult to enter/exit from Griffin St. Accidents regularly occur at this intersection. • Considerations are to be made to put a set of traffic lights at this intersection. 	<ul style="list-style-type: none"> • See previous comments
90	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> • Greenery around the shopping centre & amongst the outdoor areas to be retained. Lakes and waterfall that already exist is a great feature that should be incorporated in the overall design. • The whole are should be sustainable – not just by planting trees – but actually recycling water usage on site. • Look to providing solar cells for electricity production & for hot water usage. • Outdoor amphitheatre to be updated or moved elsewhere for people to congregate (e.g. near a café/restaurant). • Update the library, incorporate more community groups in the building (could be 2-3 storeys). • I agree with city that an interactive activity area both within & outside the 	<ul style="list-style-type: none"> • The structure plan recommends improving the amenity of the lakes area • The plan recommends substantial improvements to the amenity, design and environmental performance of the centre. This would be further addressed at the detailed design stage • A new community facility/library is recommended • Ken Ingram Park has been removed from the structure plan area.

No.	Summary of Submission	Comments
	<p>library would be great.</p> <ul style="list-style-type: none"> I strongly object against the increase in zoning to R100 of Marmion Street. Neighbourhood amenity on Colleran Way will be seriously impinged upon. On the map, Ken Ingram Park is shown as being within the proposed R100 frame area. I strongly object to the park & reserve adjacent to Wireless Hill being developed in any way. 	
91	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> I am concerned that the proposed changes (south of Marmion to R100) would affect the day to day lifestyle currently enjoyed in the area. The noise, traffic and increase in the number of residents would affect existing land owns dramatically. Visitors to proposed multi storey apartments on Marmion Street would park on surrounding streets which will increase congestion. I am excited about the proposed upgrade of Garden City and support the rezoning by the southern frame group to R35-30-25. R100 is completely unnecessary on Marmion Street. 	<ul style="list-style-type: none"> See previous comments
92	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> The proposed Garden City plan is a very good idea but the traffic problem needs to be addressed prior to the centre's expansion. Since the installation of the roundabout on Almondbury Rd & the removal of 'Local Traffic Only' sign at the corner of Canning Highway & Cunningham Street, the traffic on McCallum Crescent has greatly increased. The introduction of late night & Sunday trading means there is a constant stream of speeding traffic using McCallum Cres with no relief for residents. McCallum Cres is also used by 'rat runners' who have not even used the shopping centre. If Riseley St traffic was better managed, the traffic would not bank up. I feel there should be some sort of traffic barrier to stop traffic using McCallum Cres as a through road to Canning Hwy. 	<ul style="list-style-type: none"> Possible "rat running", particularly on Links Road, Searle Road and MacCallum Crescent will be monitored and if required, Local Area Traffic Management options further investigated
93	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Davy Street has not been included in the survey on traffic impact under the new plan. This needs to be done. Will the noise from infrastructure such as air-conditioning be increased and impact on residents? It is good to see that the plans include and emphasis on a community involvement, such as a range of restaurants and open spaces, but will this get swallowed up and sidelined in the rush for profit? 	<ul style="list-style-type: none"> Davy Street was included in transport modeling and investigations Detailed issues will be addressed at a later date An important objective of the structure plan is to provide lifestyle and entertainment options such as cafes, restaurants and the piazza

No.	Summary of Submission	Comments
94	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> • It is important that residents fully understand the impact of the plan on the area. The size and impact of the plan warrants far more interaction from residents and the council needs to allow for this. • The transport model should include a study on traffic congestion over the closing periods for the centre. I believe this is the peak period for traffic congestion. • How much is the traffic going to increase with the 100% increase in floor space? • How is the traffic increase determined? • Will this model still be valid for the increase? • Parking is currently a problem during peak periods. How is the updated centre determining parking capacity? How does this compare to the current models/ratios? • What is the impact going to be on property prices surrounding 14 storey buildings? Has this been investigated? 	<ul style="list-style-type: none"> • The Movement Strategy has been assessed by the City's Technical Services and relevant agencies including Main Roads Western Australia (MRWA), Department of Transport (DoT) and Public Transport Authority (PTA). • MRWA is generally supportive of the structure plan but states that issues associated with the Canning Highway and Riseley Street and the Leach Highway and Riseley Street intersections need to be resolved before the structure plan is approved. Further meetings have been arranged and it is expected that further detailed investigations will be pursued prior to determination of the structure plan by WAPC, which is an approach supported by MRWA. • While there will need to be a lot more work done through the detailed design stages of future redevelopments, it is considered that the broad transport issues have been appropriately addressed at this point. Further liaison will be required in future with MRWA, DoT and PTA through detailed planning and implementation stages. • Property prices are not a planning matter and would depend on many things in any case
95	<p>Support</p> <ul style="list-style-type: none"> • I consider the proposed plan an excellent development of the City centre that will upgrade the frame area streetscape making it a very pleasant and user friendly environment. 	<ul style="list-style-type: none"> • Noted • See previous comments

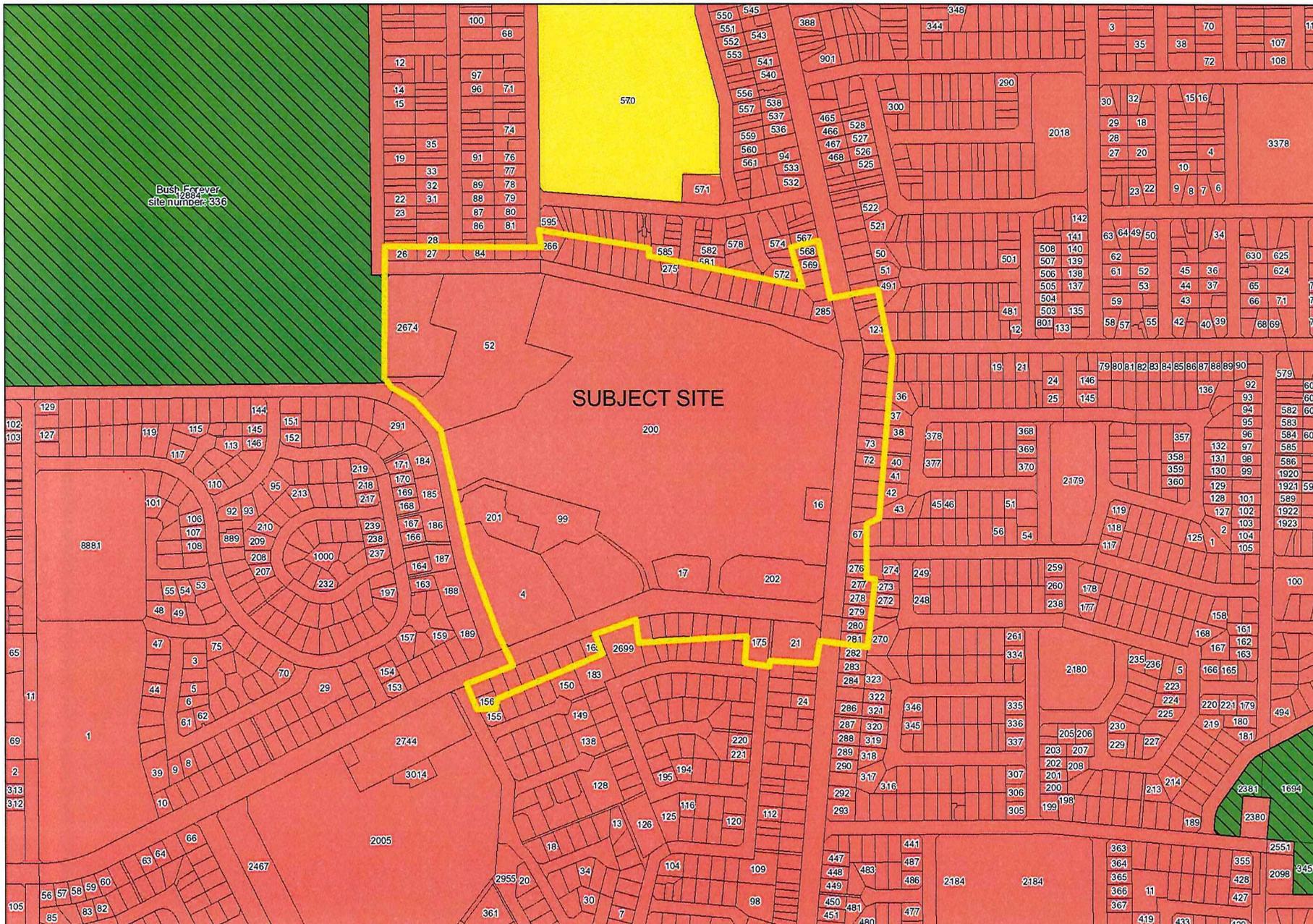
No.	Summary of Submission	Comments
96	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> As a resident who uses two entry points onto Riseley St from Chetwynd Way, I can advise that currently has difficulties. It is both frustrating and dangerous. Prospect of further volumes of traffic is distressing. I am not convinced the data collected on traffic usage on this road indicates the true situation. I would like today's situation resolved before adding more traffic into the area. Riseley St is key to any additional planning to Garden City. The road needs to be straightened and thought is required on how side-road traffic can merge easily in and out. Consideration is needed to accommodate safe passage for pedestrians who need to cross. Security is also a serious concern. The crime rate in the area is climbing, as is the escalation of anti social behaviour. I believe we most definitely should have CCTV in the whole of CoM. Security will require ongoing review. Security patrol cars should be seen more on the streets. Do we need more cars or are we able to deploy them more wisely? 	<ul style="list-style-type: none"> See previous comments
97	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> I am concerned about traffic issues the proposal will cause to mine and surrounding streets. There are already traffic issues at the intersection of Griffin and Riseley Street. I can assume that this Garden City proposal is going to increase traffic significantly. A roundabout, lights or island would provide safer and fairer alternatives. I support rezoning proposed by the southern frame group of R35-30-25. 	<ul style="list-style-type: none"> See response to comment 6
98	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> We were most relieved to learn that quality was to be a major driving force in any development. We have been to shopping centres where quantity, not quality, and average appearance has been the driving force, and made a resolution never to visit those centres again. It would be tragic if something similar occurred at Garden City. Please do not include a tavern in the plan. This option did not work when a hotel was situated where the bus station is now situated. Drunken patrons caused a nuisance for adjoining land owners. We would not however object to a well-run small bar similar to Bad Apples. The idea of a piazza with various restaurants and cafes is appealing. 	<ul style="list-style-type: none"> High quality development is a key objective Other comments will be further addressed through detailed design stages AMP is not proposing a Tavern on its land

No.	Summary of Submission	Comments
	<p>Currently there is nowhere at Garden City such as a bistro where one can have a glass of wine with lunch or a light dinner.</p> <ul style="list-style-type: none"> • We would use such a business providing the 'quality' principle prevailed. • We would appreciate a walkway to the bus station from Davy St which does not require going through one end of GC and out the other, or walking right around to the Davy/Marmion St corner and then walking all the way up Marmion St to the bus stop. The current walk is a bit of a challenge on occasions. Garden City is not open before 8:00am and the walk around takes some time. Cutting through car parks can be dangerous. • Traffic studies on Davy Street would be appreciated. The increase in traffic since extended trading hours has been noticeable. Safety has been compromised when crossing the street. We are concerned by the levels of traffic if Garden City were to double in size. • We would like to see a roundabout at the City library entrance, similar in size to the current one at the entrance to Garden City near the Davy Street Medical Centre. • We would like confirmation as to what will happen to the Council Chambers in the precinct. Will they stay? • Allowing the Council to stay there will enable monitoring of the precinct. 	
99	<p>Support</p> <ul style="list-style-type: none"> • We welcome the idea of a family and pedestrian friendly piazza. We believe that the centre has been needing redevelopment for some time. • To avoid frequent car traffic in the planned 30kph Piazza zone near the public, a normal 60kph road should be provided running through the current council chambers car park connecting Almondbury Road and Davy St. This will have the added benefit of allowing a more free traffic flow around the centre within the residential area. • Tunnels or foot bridges over Almondbury Road for Applecross High students to avoid crossing the busy road. • All residential and commercial space should utilise the rooftop areas. This is a prime elevated area in Perth that would benefit from 360deg views. The bars and nightlife would be able to greatly utilize this for the public. • Night venues should be open to at least midnight (similar to bad apples). • Consideration should be given for patrons of the night venues to be able to safely make their way to the bus terminal. • We hope there will be allowance for at least 4 or more dedicated bars to cater to a range of interests, as well as several restaurants and cafes. 	<ul style="list-style-type: none"> • Noted – see previous comments

No.	Summary of Submission	Comments
	<ul style="list-style-type: none"> • Our like-minded friends fully support this project and you have our full backing. 	
100	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • I agree that the Garden City Precinct is in need of redevelopment and do not object to what has been proposed. • I strongly support the submission of the 'Southern Frame Group' and am very strongly opposed to the R100 Residential zoning proposed along Marmion St with the 4/3/2 transition concept. • R100 zoning with 4 storey dwellings adjoining R20 lots is far too steep a transition. • High density unit type structures are not congruent with the existing single dwelling in the surrounding area. • Loss of natural light and privacy to adjoining neighbours. • Increased crime and noise pollution from occupants and motor vehicles. • Increased hazard for pedestrian traffic • I support increased walkability. 	<ul style="list-style-type: none"> • See previous comments
101	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • I support development plans on Garden City, Lake Side and High Street precincts. • I am strongly opposed to the R100 zoning on Marmion Street. • I am strongly opposed to the current transition zone proposed in the MCC Structure Plan. • The impact of the transition zone on north Colleran Way/Sprigg Place properties (including noise, reduction in solar access and privacy). • Proposed buildings are against directions 2031 intent that councils should target, "increased densities in high amenity areas (including near foreshores and parks) without detriment to neighbourhood character". • I support the Southern Frame Group. • I believe a maximum height of 9m should be retained. I am in favour of the drop-down transition on north side of Marmion. 	<ul style="list-style-type: none"> • See previous comments

No.	Summary of Submission	Comments
102	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> Object to the height and scale of buildings proposed for the south side of Marmion St due to privacy, noise and overshadowing. (3 submissions made as drawings by young children). 	<ul style="list-style-type: none"> See previous comments
103	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Would welcome the proposed structure plan to include uses such as Childcare Centre. Traffic flow is a big issue with such a massive project as this. 	<ul style="list-style-type: none"> Noted
104	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> Support for the proposed development within the land bounded by Almondbury Rd to the north, Riseley St to the east, Marmion St to the south and Davy St to the west (current Garden City shopping centre precinct). Oppose proposed R100 zoning of Marmion St facing properties from the corner of Riseley St to Neesham St. Marmion St blocks are typically 35m deep. Proposed step down in height is too great in the distance provided. Calculations show that development in proposed R100 zone will almost certainly breach R code solar access provisions. It is not acceptable to move from R100 to R20 with no transition. R100 should be contained within the Garden City lot where there is plenty of room to facilitate a height transition. Support R35-30-25 transition. Proposed residential development within precinct significantly exceed the State Government's targets for increasing the population within this secondary activity centre. 	<ul style="list-style-type: none"> See previous comments
105	<p>Comments/Suggestions</p> <ul style="list-style-type: none"> Concerned relating to the potential increase in traffic an already very busy area. Entering/exiting Riseley Street from connecting roads is already difficult. Causes delays and compromises safety. Oppose the opening of a road through Ken Ingram Park. This will transfer Garden City's parking problems onto neighbouring streets. Expansion should include a requirement for additional multi storey car parks. 	<ul style="list-style-type: none"> See previous comments Ken Ingram Park will remain as local open space. A road through park was never proposed by the City

No.	Summary of Submission	Comments
106	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • Strongly object to plan for Marmion St to become R100. • R100 will increase crime, traffic and overshadowing. • Creates a negative building bulk impact. • Marmion Street already unsafe to cross for pedestrians. • Colleran way to be R25-30 as compensation. 	<ul style="list-style-type: none"> • See previous comments
107	<p>Object to Marmion Street Frame</p> <ul style="list-style-type: none"> • Strongly object to the proposed R100 zoning of Marmion St. • All residents in the CoM will be affected by the proposal as a result of the increase in traffic throughout the City. • Already hard to access Riseley St from surrounding roads. • Increased crime and traffic from Marmion Street. • Offer support for R35-30-25 transition zone. 	<ul style="list-style-type: none"> • See previous comments



- Legend**
- Cadastre (view 1)
 - Cadastre (view 2)
 - Cadastre (view 3)
 - Cadastre (view 4)
 - W.A. Coastline
 - MRS - Boundary
 - MRS - Clause 32
 - MRS - Ministerial Approval Requ
 - MRS - Redevelopment Scheme Act 1985
 - MRS - Redevelopment and Act A
 - MRS - Bush Forever
 - MRS - Water Catchments

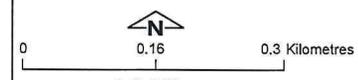
- MRS - Zones and Reserves**
- central city area
 - civic and cultural
 - industrial
 - other regional roads
 - parks and recreation
 - parks and recreation restricted
 - port installations
 - pp - car park
 - pp - commonwealth government
 - pp - high school
 - pp - hospital
 - pp - prison
 - pp - special uses
 - pp - State Energy Commission
 - pp - technical school
 - pp - university
 - pp - Water Authority of WA
 - primary regional roads
 - private recreation
 - public purposes
 - railways
 - rural - water protector
 - rural
 - special industrial
 - state forests
 - urban
 - urban deferred
 - waterways

Notes:
The data that appears on this map is out of date, not intended to scale displayed, or subject to agreements. This information is for informational purposes only. The relevant layers metadata should be consulted for more details. Map was produced using Dot PlanViewWA.

MRS ZONING

INTERNAL USE ONLY

Internal Spatial Viewer
[Link to website](#)



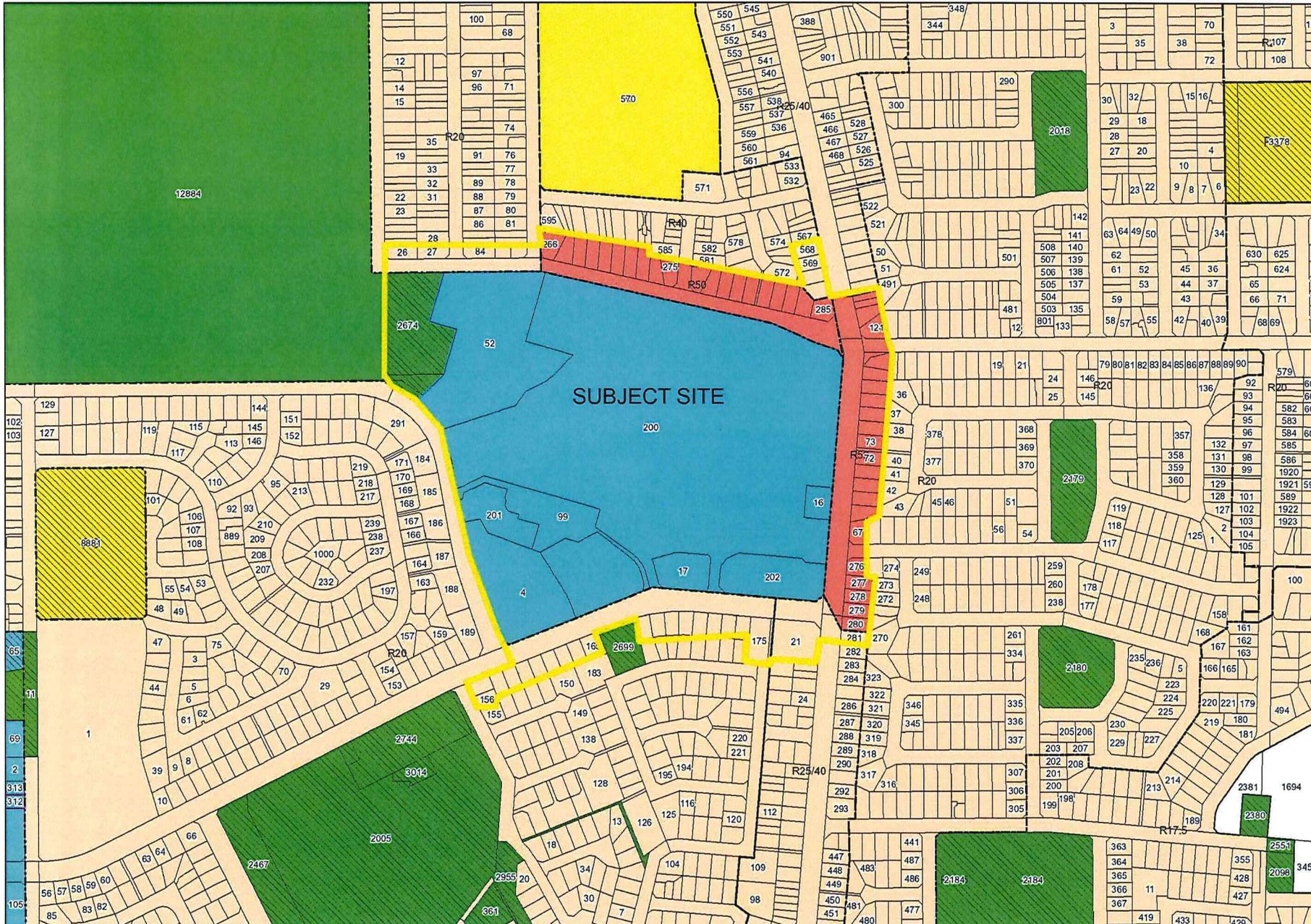
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Projection: WGS 1984 Web Mercator Auxiliary Sphere

Produced by: FUNCTIONALITY TO COME

Date produced: 27-Mar-2014

ATTACHMENT 6



- Legend**
- Cadastre (view 1)
 - Cadastre (view 2)
 - Cadastre (view 3)
 - Cadastre (view 4)
 - W.A. Coastline
 - R-Code Boundary
 - GBRS - Reserves
 - other regional roads
 - ▨ port installations
 - pp - airport
 - pp - high school
 - pp - hospital
 - pp - prison
 - pp - public utilities
 - pp - special uses
 - pp - technical school
 - pp - university
 - primary region roads
 - railways
 - regional open space
 - state forests
 - waterways
 - MRS - Reserves
 - civic and cultural
 - other regional roads
 - parks and recreation
 - parks and recreation - restricted
 - ▨ port installations
 - pp - car park
 - pp - commonwealth government
 - pp - high school
 - pp - hospital
 - pp - prison
 - pp - special uses
 - pp - State Energy
 - pp - technical school
 - pp - university
 - pp - Water Autho
 - public purposes
 - primary regional
 - railways
 - state forests
 - waterways

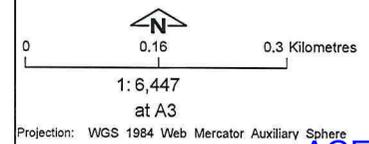
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ATTACHMENT 7

CPS 5 ZONING

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Date produced: 27-Mar-2014

AGENDA PAGE 68



1. Structure Plan Area

This structure plan shall apply to the Melville City Centre, Booragoon being the land contained within the inner edge of the line denoting the structure plan boundary on the structure plan map (Plan 1).

2. Structure Plan Content

This structure plan comprises:

2.1 Part One - Statutory section

This section contains the structure plan map and statutory planning provisions and requirements.

2.2 Part Two – Non-statutory (explanatory) section

This section to be used as a reference guide to interpret and justify the implementation of Part One.

2.3 Appendices – Technical reports and supporting plans and maps.

3. Interpretations and Relationship with the Scheme

3.1 Unless otherwise specified in this part, the words and expressions used in this structure plan shall have the respective meanings given to them in the City of Melville Community Planning Scheme No.5 (the Scheme) including any amendments gazetted thereto.

3.2 The structure plan map (Plan 1) outlines land use, zones and reserves applicable within the structure plan area. The zones and reserves designated under this structure plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

3.3 Pursuant to Part 10 of the Scheme the provisions, standards and requirements specified under Part One of this Structure Plan shall have the same force and effect as if it were a provision, standard or requirement of the Scheme.

3.4 Provisions contained in Sections 3, 7, 8, 10, 11 and 12 are intended to vary the Scheme. In the event of there being any variations or conflict between these provisions, standards or requirements and the provisions, standards or requirements of the Scheme, then the provisions, standards or requirements of this structure plan shall prevail. In respect to all other matters the Scheme prevails over a structure plan in the event of any inconsistency between them.

3.5 The following design elements of the Residential Design Codes do not apply within the structure plan area unless otherwise specified:

- 3.5.1 Housing Density Requirements (with the exception of the Centre Frame Precinct, as shown on the structure plan map, which has an applicable zoning of R 100);
- 3.5.2 Site Coverage;
- 3.5.3 Plot Ratio;
- 3.5.4 Open Space Requirements; and
- 3.5.5 Building Height Requirements.

3.6 Unless otherwise specified within Part One, the City's Planning Policies do not apply to the structure plan area.

3.7 Any other provision, standard or requirement of Part One of the structure plan that is not otherwise contained in the Scheme, shall apply to the structure plan area as though it is incorporated into the Scheme, and shall be binding and enforceable to the same extent as if part of the Scheme.

3.8 Part Two of this structure plan and all appendices are to be used as a reference only to generally clarify and guide interpretation and implementation of Part One.

4. Operation

This structure plan shall come into operation on the day it is endorsed by the Western Australian Planning Commission (WAPC).

5. General Centre Objectives

The following sets out the objectives for the structure plan area.

The Melville City Centre will be an attractive, diverse, high intensity mixed use place, primarily for residential, recreation, civic and shopping functions, that the community want to visit and enjoy during both the day and in the evening.

The Centre will also provide opportunities for employment and encourage connections to the other major employment areas within the greater Melville region.

Activity

- 5.1 Concentrate non-residential development within the centre core.
- 5.2 Improve the maturity of the Centre, by promoting a concentrated range of community, housing, office, retail and entertainment choices to meet the needs of the municipality and adjoining areas, and providing a commercially achievable outcome for all parties.
- 5.3 Enable the growth of the retail component to allow for a high quality retail experience while maintaining the centre's role as a regional specialised retail destination.
- 5.4 Encourage local employment and business opportunities, whilst complementing the Canning Bridge, Riseley Centre and Murdoch employment nodes.
- 5.5 Encourage those uses such as entertainment and hospitality that are likely to extend the period of activity within the centre.
- 5.6 Provide for improved community and cultural facilities, which are well integrated into the centre core and high-street.
- 5.7 Promote greater housing density and a variety of housing types within the centre, with a managed interface to the existing surrounding residential areas.
- 5.8 Encourage the progressive redevelopment of the residential properties in the Centre Frame Precinct.
- 5.9 Create a structure and land use control framework that will facilitate land use change over time, in a staged manner.

Movement

- 5.10 Create strategic links between Canning Bridge, Riseley Centre, and the Murdoch Specialised Centre, along with links to other key centres such as Curtin University, central Perth, and Fremantle.



- 5.11 Encourage the integration and better use of the bus station.
- 5.12 Improve local public transport connections.
- 5.13 Appropriately manage traffic, parking and accessibility issues with a particular focus on improving walking, cycling and public transport accessibility, whilst also allowing for vehicular access.
- 5.14 Provide parking areas in locations that allows co-ordinated access and strong pedestrian connectivity.

Urban Form

- 5.15 Deliver a pedestrian-friendly, active, vibrant and commercially successful 'high-street' as an integral component of the city centre.
- 5.16 Facilitate viable, enduring and high quality development, along with encouraging building designs to present well to street frontages, address the high-street and public spaces.
- 5.17 Ensure that building heights provide for intensive development in the Centre Core with an appropriate transition to the surrounding residential areas.
- 5.18 Maximise opportunities for passive surveillance.
- 5.19 Provide opportunities to integrate signage with buildings.
- 5.20 Facilitate the inclusion of high quality and active spaces.
- 5.21 Encourage local landmarks, landscape and street trees to improve legibility and amenity.
- 5.22 Recognise Crime Prevention Through Environmental Design principles as a tool to create a safe and enjoyable pedestrian experience.

Resource Conservation

- 5.23 Encourage the use of Environmental Sustainable Development principles.
- 5.24 Consider solar passive design principles in the detailed design of buildings.
- 5.25 Encourage water efficiency.
- 5.26 Encourage resource conservation.

6. Structure Plan

- 6.1 The structure plan is divided into two major components being:
 - 6.1.1 Centre Core
 - 6.1.2 Centre Frame
- 6.2 The Centre Core includes a number of precincts, the boundaries of which are not absolutely defined, but generally reflect the structure plan map (Plan 1).
- 6.3 The Centre Frame includes a number of precincts, the boundaries of which are defined by the structure plan map (Plan 1).
- 6.4 New development is required to satisfy the Minimum Development Requirements specified in Part 10 and Design Principles (performance criteria) specified in Parts 11 and 12.

- 6.5 Prior to the determination of an application to commence development, other than a change of use, within the Centre Core, identified on Plan 1, suitable agreed Acceptable Development standards are to be developed to the satisfaction of the City.
- 6.6 The agreed Acceptable Development standards shall illustrate the preferred way of meeting the Performance Criteria, although the City may support alternative methods of meeting the performance criteria.
- 6.7 The City is required to determine the agreed Acceptable Development standards within 60 days of lodgement by an applicant.



7. Land Use Permissibility

7.1 Land use permissibility for the Centre Core and Centre Frame is to be in accordance with Table 1.

TABLE 1 – Land Use Permissibility

USE CLASSES	Centre Core (Garden City)	Centre Core (High Street)	Centre Core (Lakeside)	Centre Frame
Aged or Dependent Persons Dwelling	P	P	P	P
Auction Premises	X	X	X	X
Bed and Breakfast	D	D	D	D
Betting Agency	D	D	D	X
Car Park	D	D	D	X
Child Care Premises	P	P	P	D
Cinema / Theatre	P	P	A	X
Civic Uses	P	P	P	D
Community Purposes	P	P	P	D
Consulting Rooms	P	P	P	D
Convenience Store	P	P	D*	X
Educational Establishment	P	P	P	A
Exhibition Centre	P	P	D	D
Family Day Care	P	P	P	P
Fast Food Outlet	P	P	D	X
Funeral Parlour	X	A	A	A
Garden Centre	X	D	D	X
Grouped Dwelling	D	D	P	P
Health Centre	P	P	P	A
Home Business	D	D	D	D
Home Occupation	D	D	D	D
Home Office	P	P	P	P
Home Store	D	D	D*	A
Hospital	A	A	A	A
Hotel	D	D	D	X
Industry - Cottage	X	X	X	D
Industry - General	X	X	X	X
Industry - Hazardous	X	X	X	X
Industry - Light	X	X	X	X
Industry - Noxious	X	X	X	X

USE CLASSES	Centre Core (Garden City)	Centre Core (High Street)	Centre Core (Lakeside)	Centre Frame
Industry - Service	X	D	D	X
Market	P	P	P	X
Medical Centre	P	P	P	A
Motor Vehicle Repair	A**	X	X	X
Motor Vehicle Wash	D	D	A	X
Motor Vehicle Wrecking	X	X	X	X
Motor Vehicle, Boat or Caravan Sales	X	X	X	X
Multiple Dwelling	P	P	P	P
Night Club	X	A	X	X
Office	P	P	P	D
Place of Public worship	D	D	D	A
Reception Centre	D	D	D	X
Recreation – Private	P	P	P	A
Residential Building	D	D	D	D
Restaurant / Cafe	P	P	D	A
Restricted Premises	X	X	X	X
Service Station	X	X	X	X
Shop	P	P	D*	X
Showroom	D	D	D	X
Single Bedroom Dwelling	P	P	P	P
Single House	X	X	D	P
Small Bar	D	D	X	X
Storage	D	D	D	X
Tavern	A	D	X	X
Telecommunications Infrastructure (TI)	D	D	A	X
Trade Display	X	X	X	X
Veterinary Centre	A	A	A	X
Warehouse	X	X	X	X
Other uses not listed above	D	D	D	D

* Note – The Lakeside Precinct is not intended to accommodate significant retail development, however small scale retail may be considered at the discretion of the City with a general maximum tenancy size of 300m².

** Note – Motor Vehicle Repair may be considered where incidental to the predominate use and appropriately separated from residential uses.



- 7.2 The symbols used in the cross reference in Table 1 have the following meanings —
- ‘P’ means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme;
 - ‘D’ means that the use is not permitted unless the City has exercised its discretion by granting planning approval;
 - ‘A’ means that the use is not permitted unless the City has exercised its discretion by granting planning approval after giving special notice in accordance with the Scheme;
 - ‘X’ means a use that is not permitted by the Scheme.
- 7.3 A change in land use is permitted without a requirement for planning approval, where:
- 7.3.1 the change is from a P use to another P use, where the use complies with the relevant objectives and development standards applicable under the Scheme and structure plan;
 - 7.3.2 The change is from a previously approved D or A use to a P use where the use complies with the relevant objectives and development standards applicable under the Scheme and structure plan; or
 - 7.3.3 the change is to an incidental use that does not change the predominant use of the land, and complies with all of the relevant objectives and development standards applicable under the Scheme and structure plan.
- 7.4 There is no requirement for additional car parking to be provided if a change from a commercial or retail land use to another commercial or retail land use is proposed in the Centre Core precincts and no additional Net Lettable Area (NLA) floorspace is proposed.
- 7.5 Notwithstanding planning approval may be required for any building or other development work that is proposed, pursuant to clause 7.1 of the Scheme.
- 7.6 The proponent is required to advise the City of a change of use that is permitted without a requirement for planning approval, in accordance with clause 7.3 above, for information purposes.
- 8. Permitted Retail and Non-Retail Commercial Floorspace Area**
- 8.1 The retail floorspace limits as outlined in the City Centre Precinct (CC) in Part 4 of the Scheme shall not apply, and the amount of shop-retail floorspace (excluding eating and entertainment uses) within the structure plan shall not exceed 120,000m² Net Lettable Area (NLA), unless otherwise approved by the Commission and the City.
- 8.2 The amount of non-retail commercial floorspace (excluding eating and entertainment uses) within the structure plan should not exceed 55,000m² NLA, unless otherwise approved by the Commission and the City.
- 8.3 For the purposes of this structure plan, NLA shop/retail floorspace is defined as per the Scheme, but also excludes:
- 8.3.1 loading and storage areas;
 - 8.3.2 any children’s play area and/or equipment; and
 - 8.3.3 all areas (including any seating areas) associated with eating and entertainment uses.

- 8.4 Prior to consideration of proposals for major development which exceeds the shop-retail floorspace area identified in clause 8.1, the responsible authority will require the preparation of a Retail Sustainability Assessment (or similar), in accordance with SPP 4.2. Where the City and the Commission determine that the proposal substantially changes the intent or form of the structure plan, an amendment to the structure plan will be required prior to consideration of the proposal.
- 8.5 Prior to consideration of proposals for major strategic office development(s) which exceeds the non-retail commercial floorspace area identified in clause 8.2, the responsible authority will require the preparation of a suitable Floorspace Demand Assessment, that determines whether there is an undesirable impact on the provision of similar floorspace within the Murdoch, Riseley and Canning Bridge Activity Centres. Where the City and the Commission determine that the proposal substantially changes the intent or form of the structure plan, an amendment to the structure plan will be required prior to consideration of the proposal.

9. Staging

- 9.1 Except as otherwise provided in clause 9.6 or agreed by the City, where an application is made to construct an additional 5,000m² or more of shop-retail floorspace in the Centre Core, the following elements shall be provided prior to, or as part of, any application for approval to commence major development that would result in additional shop retail NLA within the Centre Core:
- 9.1.1 The entire high street vehicular and pedestrian connection
 - 9.1.2 The new town square / piazza;
 - 9.1.3 The mixed use community facility / library (should the location of the proposed high street impact on the current library location);
 - 9.1.4 100% of the buildings surrounding the town square / piazza and fronting both sides of the core of the high street;
 - 9.1.5 At least 2,000 m² of non-retail commercial floorspace; and
 - 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).
- 9.2 In addition to clause 9.1 above, residential dwellings at a ratio of 2 dwellings per 1,000m² of additional retail NLA floorspace are to be provided within the structure plan area. Construction of the dwellings shall have commenced prior to the end of 2018 or at the commencement of operation of the additional retail floorspace, whichever is the later.
- 9.3 In addition to clause 9.1 above, 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. The landowner of the retail development is to either, prior to the commencement of operation of the retail floorspace mentioned above provide a contribution to the City (so that the City can undertake the construction), or undertake the works within this period. (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).



9.4 In relation to 9.1.4 above, the City will vary this requirement where the applicant does not control all the land and / or commercial agreements haven't been reached for the development of the land not under the applicant's control.

9.5 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.

9.6 The development of the high street, residential, commercial, community or mixed-use development may occur prior to the staging identified in 9.1 and 9.2 above, with completed floorspace being included in the allowances for subsequent additions to shop-retail or non-retail commercial floorspace.

10. Minimum Development Standards

This structure plan has minimum (or mandatory) development standards that apply across the entire structure plan area unless otherwise noted (Part 10). In addition, there are also Design Principles (performance criteria) (Parts 11 and 12) to further inform future development in each precinct.

10.1 Movement

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. Additional suitable connections may be considered as part of a development application(s).

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. Additional suitable connections may be considered as part of the development application(s) where accompanied by supporting traffic analysis demonstrating its suitability, to the satisfaction of the City.

10.1.3 The minimum provision of a footpath on both sides of all new streets, unless otherwise designated on Plan 4.

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.

10.1.5 Parking for non-residential uses is to be provided at a maximum rate of 5 bays per 100m² of NLA floorspace.

The City may determine a lesser rate for a particular land use(s), having regard for the existing parking ratios within the Scheme or a parking demand study.

10.1.6 Parking for residential components of development is to be in accordance with the R-Codes or at the City's discretion.

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,

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).

	Intersections	General Extent of Works
C1	Almondbury Road & new High Street	To be determined Suitable agreed intersection
C2	Almondbury Road & Car park Entry/Exit (west)	New round-about
C3	Almondbury Road & Car park Entry/Exit (east)	New round-about
C4	Riseley Street, Coomora Road & Almondbury Road	Intersection Upgrades
C5	Riseley Street & Minor Eastern Shopping Centre Entry / Exit	Closure and reinstatement
C6	Riseley Street & Main Eastern Shopping Centre Entry / Exit	Removal of internal round-about and installation of connected traffic signals Extension of right turn pocket on Riseley Street
C7	Riseley Street Bus Station Entry / Exit	Closure of entry for buses travelling south, to be reconfigured as an exit to the north.
C8	Riseley Street & Marmion Street	Construction of addition north bound lane.
C9	Marmion Street Bus Station Entry / Exit	Closure of entry for general public
C10	Marmion Street & Andrea Lane	Re-location and installation of traffic signals
C11	Marmion Street & Davy Street	Minor modifications to signals and line-marking
C12	Davy Street & new High Street	Re-location of round-about

Table 2 – Critical Road Upgrades

* Note – The construction timing of some critical road upgrades may be dependent on the staging of the development of the retail expansion.

	Intersections	General Extent of Works
P1	Riseley Street & Canning Highway	To be determined. Minimum requirement to be the closure of access from the north except for left turn only, and modification to traffic signals.
P2	Riseley Street & Leach Highway	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.
P3	Marmion Street & North Lake Road	Minor modifications to line-marking and traffic signals
P4	Canning Highway & Norma Road	Installation of new traffic signals

Table 3 – Peripheral Road Upgrades

* Note – The construction timing of some critical road upgrades may be dependent on the staging of the development of the retail expansion.



10.2 Urban Form (All Precincts)

- 10.2.1 There are no site cover, plot ratio or open space requirements for development within the structure plan area unless otherwise specified.
- 10.2.2 A minimum building height of 2 storeys applies across the structure plan area, unless otherwise approved by the City.
- 10.2.3 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.
- 10.2.4 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.
- 10.2.5 Residential development is to be constructed in such a manner as to ameliorate noise and vibration from the city centre environment. The City may require an acoustic assessment report detailing the likely noise effects of the development on its surroundings and/or external noise impacts on the future residential dwellings.
- 10.2.6 Service areas and car parking (except on-street) are to be predominately screened from public view.
- 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.
- 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.

10.3 Urban Form (Centre Core)

Building Height and Setback of Upper Floors

- 10.3.1 Buildings heights are to be generally in accordance with the Building Height Plan (Plan 3), unless otherwise approved by the City.
- 10.3.2 Any level above 4 storeys facing a gazetted public street shall be set back a minimum of 5 metres from the building line of the 4th storey, unless otherwise approved by the City.

Landscaping

- 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).

Residential

- 10.3.4 A private terrace, balcony or courtyard that is connected to an internal living space such as a lounge room or dining room is to be provided at a minimum of 12m² per dwelling.
- 10.3.5 The minimum dimension (width or length) for a terrace, balcony or courtyard is 3 metres.
- 10.3.6 Visual privacy in accordance with the R-100 provisions contained in the Residential Design Codes.
- 10.3.7 The following elements also apply in the Centre Core and are assessed in accordance with the Residential Design Codes at the R-100 zoning (if applicable):
 - 10.3.7.1 Street surveillance;
 - 10.3.7.2 Parking;
 - 10.3.7.3 Design of car parking spaces;
 - 10.3.7.4 Vehicular access;
 - 10.3.7.5 Stormwater management; and
 - 10.3.7.6 Dwelling size (housing diversity);
- 10.3.8 All other elements of the Residential Design Codes that are not stated above do not apply in the Centre Core.

10.4 Urban Form (Centre Frame – Precincts A, B & C)

Housing Density

- 10.4.1 Housing density in accordance with the Residential Design Codes as follows:
 - 10.4.1.1 R100 for Centre Frame Precincts A and B as defined by the structure plan map (Plan 1);
 - 10.4.1.2 R50 for Centre Frame Precinct C as defined by the structure plan map (Plan 1).

Subdivision

- 10.4.2 Land in the Centre Frame Precincts shall only be subdivided or strata titled following the completion of development built in accordance with the objectives and standards of this structure plan. The City may only recommend approval in exception to the above where the City is of the opinion that subdivision of the land would not prejudice the objectives and standards of this structure plan.

Building Height

- 10.4.3 The following building height applies in the Centre Frame Precinct A:
 - 10.4.3.1 A maximum of 3 storeys to an overall height of 12 metres above natural ground level.
- 10.4.4 The following building heights and setbacks apply in the Centre Frame Precinct B:
 - 10.4.4.1 A maximum of 4 storeys to an overall height of 16 metres above natural ground level is permitted provided that it is contained within 20 metres of the Almondbury, Riseley or Marmion Street lot boundary;



10.4.4.2 A maximum of 3 storeys to an overall height of 12 metres above natural ground level provided that it is not within 12 metres of a property outside the Structure Plan area;

10.4.4.3 A maximum of 2 storeys to an overall height of 8 metres above natural ground level is permitted for all other development.

10.4.5 The following building height and setbacks apply in the Centre Frame Precinct C:

10.4.5.1 A maximum of 3 storeys to an overall height of 10.5 metres above natural ground level with a minimum setback of at least twelve (12) metres from any property outside of the Structure Plan area, which can be reduced to a minimum setback of at least three (3) metres for any 1-2 storey development.

10.4.6 The roof areas of any building are not to be used as accessible open space areas, balconies, verandahs, viewing platforms, or the like unless:

10.4.6.1 It is not within 20m of any property outside of the Structure Plan area; and/or

10.4.6.2 The building height is at least 1.5m below the specified maximum building height and complies with the visual privacy requirements specified in Section 10.4.17 and 10.4.18.

10.4.7 Where accessible open space areas, balconies, verandahs, viewing platforms, or the like, are permitted, an open (on at least 3 sides) shade structure may be permitted.

10.4.8 Any storey(s) wholly below ground level is not included in the calculation of building height.

Setbacks

10.4.9 Street and side building setbacks in accordance with the R-100 provisions contained in the Residential Design Codes.

10.4.10 Notwithstanding the above, and except as provided in 10.4.11, nil setbacks to two (2) side boundaries are permitted to a maximum of 2 storeys.

10.4.11 Rear building setbacks (to lots outside the structure plan area) are to be in accordance with the R-50 provisions in the Residential Design Codes with a minimum setback of three (3) metres. Otherwise, rear building setbacks to other lots within the structure plan area are to be in accordance with the Residential Design Codes.

10.4.12 In mixed use development, business/commercial development adjoining residential is designed to minimise the potential impacts between the two uses.

Open Space and Landscaping

10.4.13 Landscaping is to accord with an overall landscaping plan for the site, which has been approved by the City.

Building Appearance

10.4.14 Building appearance in accordance with Part 10 of this structure plan.

Private Open Space

10.4.15 A private terrace, balcony or courtyard that is connected to an internal living space such as a lounge room or dining room is to be provided at a minimum of 12m² per dwelling.

10.4.16 The minimum dimension (width or length) for a terrace, balcony or courtyard is 3 metres.

Visual Privacy

10.4.17 Visual privacy for other lots within the Centre Frame Precincts in accordance with the R-100 provisions contained in the Residential Design Codes.

10.4.18 Visual privacy to lots outside the Centre Frame Precincts in accordance with the R-40 provisions for grouped housing development contained in the Residential Design Codes.

Solar Access

10.4.19 Developments within the Centre Frame Precincts that potentially overshadow any development outside the Precincts are to be assessed in accordance with the solar access requirements at the R40 zoning as contained in the Residential Design Codes.

Vehicular Access

10.4.20 The design of driveways must allow cars to enter the street in a forward moving gear.

Other Residential Development Requirements

10.4.21 The following elements also apply to the Centre Frame Precincts and are assessed in accordance with the Residential Design Codes at the R-100 zoning (if applicable);

10.4.21.1 Street surveillance;

10.4.21.2 Street walls and fences;

10.4.21.3 Sight lines;

10.4.21.4 Design of car parking spaces;

10.4.21.5 Site works and retaining walls;

10.4.21.6 Stormwater management;

10.4.21.7 Dwelling size;

10.4.21.8 Outbuildings;

10.4.21.9 External fixtures; and

10.4.21.10 Utilities and facilities.

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.

10.5.2 Unless otherwise approved through the preparation and approval of a Local Water Management Plan, all stormwater is to be contained onsite.

10.5.3 Developments are to include appropriate energy and conservation measures.



- 10.5.4 Solar passive design principles should be considered in the detailed design of buildings.
- 10.5.5 Building design should encourage water efficiency, wherever possible.
- 10.5.6 Unless otherwise agreed, developments should be in accordance with the Energy Efficiency in Building Design Local Planning Policy.

11. Design Principles for the Precincts

11.1

Centre Core – High Street Precinct

Character Statement: The High Street Precinct is a pedestrian-friendly, vibrant and active place with a range of land uses.

The following design principles apply to development within the Centre Core - High Street Precinct:

Activity

- 11.1.1 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.
- 11.1.2 Encourage the use of public spaces for temporary and/or permanent active uses.
- 11.1.3 Allow for a suitable high density residential component, where residential forms part of the development.
- 11.1.4 Where residential forms part of the development, and unless otherwise varied by the provisions of this structure plan, residential development that is in accordance with the Residential Design Codes.

Movement

- 11.1.5 Provide an active, intimate and attractive high street and piazza/town square.
- 11.1.6 Encourage appropriate on-street parking.
- 11.1.7 Car parking areas are generally not visible from the high street, piazza or public spaces.
- 11.1.8 Buildings are to address the high street and/or piazza and encourage pedestrian movement.

Urban Form

- 11.1.9 Developments are consistent with the relevant Edge Treatment requirements of Part 12.
- 11.1.10 Buildings are to be designed to facilitate an intimate and human-scaled place.
- 11.1.11 Buildings are to be designed to complement or include high quality landscaping, street furniture and street trees.
- 11.1.12 The design and development of new buildings should:
 - 11.1.12.1 Minimise overshadowing in the middle of the day on public open space, major pedestrian streets, and adjacent properties especially in the cooler months.
 - 11.1.12.2 Minimise potential overshadowing of residential dwellings (both within the development itself and to neighbouring buildings).
- 11.1.13 Signage should be unobtrusive, elegant and complement building designs.



11.2 Centre Core – Garden City Precinct

Character Statement: 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.

The following design principles apply to development within the Centre Core – Garden City Precinct:

Activity

- 11.2.1 Encourage shop-retail uses as well as other land uses wherever possible.
- 11.2.2 Where residential forms part of the development, and unless otherwise varied by the provisions of this structure plan, residential development that is in accordance with the Residential Design Codes.

Movement

- 11.2.3 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.
- 11.2.4 Buildings are to be designed to encourage safe and comfortable pedestrian movement to and from other precincts.
- 11.2.5 Provide parking areas in locations that allows co-ordinated access and strong pedestrian connectivity.
- 11.2.6 Appropriate car, motorbike/scooter and bicycle parking provided on-site in accordance with projected need.

Urban Form

- 11.2.7 Developments are consistent with the relevant Edge Treatment requirements of Part 12.
- 11.2.8 Any development on the corners of Marmion Street and Riseley Street or Riseley Street and Almondbury Road may include a landmark element.
- 11.2.9 Buildings designed to provide for surveillance (actual or perceived) of the street and/or common areas.
- 11.2.10 The design and development of new buildings should:
 - 11.2.10.1 Minimise overshadowing in the middle of the day on public open space, major pedestrian streets, and adjacent properties especially in the cooler months.
 - 11.2.10.2 Minimise potential overshadowing of residential dwellings (both within the development itself and to neighbouring buildings).
- 11.2.11 Provide opportunities to integrate signage with buildings.
- 11.2.12 Development designed with high quality landscaping.

11.3 Core – Lakeside Precinct

Character Statement: The Lakeside Precinct is predominately a commercial and high density residential precinct with an urban 'look and feel'. It offers landmark redevelopment opportunities.

The following design principles apply to development within the Centre Core – Lakeside Precinct:

Activity

- 11.3.1 Encourage the development of high density residential or commercial uses, although other uses may also be provided.
- 11.3.2 Increase the residential population of the city centre.
- 11.3.3 Discourage those uses such as entertainment and hospitality that may impact on adjacent or future residents.
- 11.3.4 Where residential forms part of the development, and unless otherwise varied by the provisions of this structure plan, residential development that is in accordance with the Residential Design Codes.

Movement

- 11.3.5 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.
- 11.3.6 Buildings are to be designed to encourage safe and comfortable pedestrian movement to and from other precincts.
- 11.3.7 Appropriate car, motorcycle/scooter and bicycle parking provided on-site in accordance with projected need.
- 11.3.8 Provide parking areas in locations that allows co-ordinated access and strong pedestrian connectivity.
- 11.3.9 Car parking areas are generally not visible from streets or public spaces.

Urban Form

- 11.3.10 Developments are consistent with the relevant Edge Treatment requirements of Part 12.
- 11.3.11 Any development on the corner of Davy Street and Marmion Street and the corner of Davy and the High Street connection may include a landmark element.
- 11.3.12 Buildings are to be designed to complement or include high quality landscaping, street furniture and street trees. Existing vegetation located within the proposed new landscaping areas should be retained where possible.
- 11.3.13 The design and development of new buildings should:
 - 11.3.13.1 Minimise overshadowing in the middle of the day on public open space, major pedestrian streets, and adjacent properties especially in the cooler months.



11.3.13.2 Minimise potential overshadowing of residential dwellings (both within the development itself and to neighbouring buildings).

11.3.14 Signage should be unobtrusive, elegant and complement building designs.

11.3.15 Re-development should include improvements and / or upgrades to the existing open space. Although this does not necessarily require the retention of the water features.

11.4 Centre Frame Precincts

Character Statement: The Centre Frame Precincts are intended to transition incrementally over time from single residential dwellings to an urban mix of residential, home-based businesses and commercial land uses. It should also provide a buffer between the city centre and surrounding residential areas. Given its location next to a city centre, the amenity of the precinct will be different to the amenity found in suburban residential areas.

The following design principles apply to development within the Centre Frame Precinct:

Activity

11.4.1 Encourage the development of medium and high density residential and compatible commercial uses where appropriate.

11.4.2 Increase the residential population of the city centre.

Movement

11.4.3 Minimise direct vehicular access to Almondbury, Riseley and Marmion Streets if possible.

11.4.4 Appropriate car, motorbike, scooter and bicycle parking provided on-site in accordance with projected need.

11.4.5 Provide parking areas in locations that allows co-ordinated access and strong pedestrian connectivity.

11.4.6 Car parking areas are generally not visible from streets or public spaces.

Urban Form

11.4.7 High quality residential and mixed use development (if appropriate) is developed.

11.4.8 Any commercial signage should be unobtrusive, elegant and complement building designs.

11.4.9 The design and development of new buildings should:

11.4.9.1 Minimise overshadowing in the middle of the day on public open space, major pedestrian streets, and adjacent properties especially in the cooler months.

11.4.9.2 Minimise potential overshadowing of residential dwellings (both within the development itself and to neighbouring buildings).

11.4.10 The design principles specified in the Residential Design Codes are met.



12. Townscape / Edge Treatments

The following design principles (performance criteria) apply to those buildings fronting streets or public places, in accordance with Plan 2 – Townscape and those portions of the development that directly abut a property outside the Structure Plan area:

12.1 General Criteria

- 12.1.1 Development to be of a high quality and all facades and frontages shall be designed and finished with high quality materials and finishes.
- 12.1.2 Building facades (including car park structures above ground level) shall be articulated, coloured and detailed to contribute positively to the appearance of local streetscapes and adjoining properties.
- 12.1.3 Building facades and frontages should highlight a vertical emphasis wherever possible to help break up the appearance of buildings. This can be achieved through the shape and placement of windows and openings and the innovative use of building materials, colours and textures.
- 12.1.4 Feature elements are strongly encouraged on building facades, including (but not limited to) variations to colours and building materials, coloured or textured banding, banding, recesses, ornamental details, gables, verandahs, balconies, pillars, awnings, canopies and bay windows.
- 12.1.5 Extensive blank walls, facades and featureless glazing facing streets or public spaces are not permitted.

12.2 Active Edge

- 12.2.1 Developments are to be designed to present well to and activate street frontages.
- 12.2.2 Buildings should be built to the front property boundary other than to allow for alfresco dining, courtyards, building articulation or other architectural elements.
- 12.2.3 Buildings are to include openings, balconies or other elements on the upper levels to encourage overlooking and surveillance of the public spaces, as required.
- 12.2.4 Large format retailing and/or loading and servicing areas are to be sleeved by uses that would facilitate activity.

12.3 Semi-Active Edge

- 12.3.1 Developments are to be designed to present well to and relate to street frontages and public spaces.
- 12.3.2 Buildings may be built to the property boundary provided that the architectural form is sympathetic to reduced setbacks.

12.4 Aesthetic Edge

- 12.4.1 Developments are to be designed to present well to and to include such architectural or landscape element to ensure that the building retains some interest when viewed from the street.
- 12.4.2 Buildings may be built to the property boundary provided that the architectural form and facade treatment is sympathetic to reduced setbacks.

12.5 Public Open Space Interface Edge

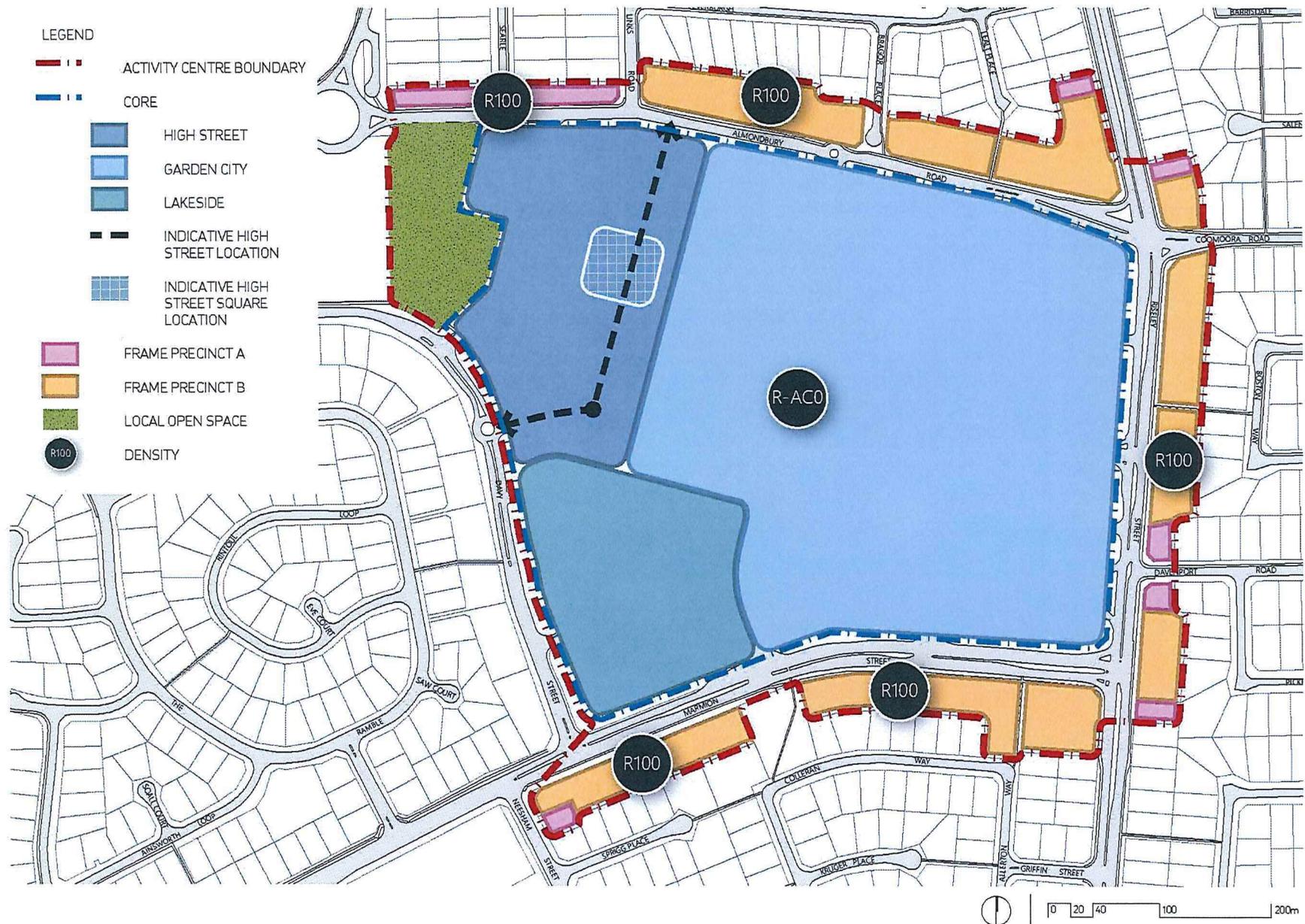
- 12.5.1 Developments are to be designed to present well to and relate to the public space(s).
- 12.5.2 Buildings are to include openings, balconies or other elements to encourage overlooking and surveillance of the public space(s).

12.6 Pedestrian Access Way Interface Edge

- 12.6.1 Developments are to be designed to relate to the laneway, particularly from upper levels.
- 12.6.2 New development is to include a second storey component.
- 12.6.3 Buildings are to include openings, balconies or other elements, on the upper floors to encourage overlooking and surveillance of the public space(s).

12.7 Structure Plan Edge

- 12.7.1 Developments are to be designed to present well to and relate to the adjoining residential property(s).
- 12.7.2 Buildings to include articulation, varying setbacks and avoid the use of blank walls.



Plan 1 – Structure Plan Map
 MELVILLE CITY CENTRE BOORAGOON



Plan 3 – Building Heights

Melville City Centre Activity Centre Structure Plan

April 2014

WAPC Schedule of Modifications to Structure Plan

Modification Number	Matter
1	Include the portions of land on the southern side of Marmion Street, currently identified as Frame Precinct C, on the structure plan map within Frame Precinct B.
2	Remove Frame Precinct C from the structure plan map.
3	Remove all reference to Frame Precinct C within section 10.4 of Part One Statutory Section, and renumber subsequent provisions accordingly.
4	Replace all reference to the R50 density on the structure plan map with R100.
5	Modify Plan 3 'Building Heights' to reflect the increased height along the southern side of Marmion Street consistent with the remainder of Frame Precinct B.
6	<p>Include the following land use definitions within Section 7 of Part One Statutory Section:</p> <p>Bed and Breakfast means a dwelling, used by a resident of the dwelling, to provide accommodation for persons away from their normal place of residence on a short-term commercial basis and includes the provision of breakfast.</p> <p>Child Care Premise means premises from which a child care service, which has the same meaning as in the <i>Child Care Services Act 2007</i> is provided, which means the provision of a service for the casual, part-time or day-to-day care of a child or children under 13 years of age (or such other age as may be prescribed for the purposes of the Act) that is provided:</p> <ul style="list-style-type: none"> (a) for payment or reward, whether directly or indirectly through payment or reward for some other service; or (b) as a benefit of employment; or (c) as an ancillary service to a commercial or recreational activity. <p>Exhibition Centre means premises used for the display, or display and sale, of materials of an artistic, cultural or historical nature, and includes a museum or art gallery.</p> <p>Family Day Care means a child care service provided by an individual at a place where –</p> <ul style="list-style-type: none"> (a) the individual providing the service lives; and (b) none of the children to whom the service is provided live. <p>Fast Food Outlet means premises used for the preparation, sale and serving of food to customers in a form ready to be eaten without further preparation, primarily off the premises, but does not include a lunch bar.</p>

Grouped Dwelling

A dwelling that is one of a group of two or more dwellings on the same lot such that no dwelling is placed wholly or partly vertically above another, except where special conditions of landscape or topography dictate otherwise, and includes a dwelling on a survey strata with common property.

Home Store

means any shop with a net lettable area not exceeding 100 square metres attached to a dwelling and which is operated by a person resident in the dwelling.

Industry - Cottage

means a trade or light industry producing arts and crafts goods which does not fall within the definition of a home occupation and which —

- (a) does not cause injury to or adversely affect the amenity of the neighbourhood;
- (b) where operated in a residential zone, does not employ any person other than a member of the occupier's household;
- (c) is conducted in an out-building which is compatible with the principal uses to which land in the zone in which it is located may be put;
- (d) does not occupy an area in excess of 50 square metres; and
- (e) does not display a sign exceeding 0.2 square metres in area.

Multiple Dwelling

A dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:

- (a) does not include a grouped dwelling; and
- (b) includes any dwellings above the ground floor in a mixed use development.

Single Bedroom Dwelling

A dwelling that contains a living room and no more than one other habitable room that is capable of use as a bedroom.

Single House

A dwelling standing wholly on its own green title or survey strata lot, together with any easement over adjoining land for support of a wall or for access or services and excludes dwellings on titles with areas held in common property.

Small Bar

means premises licensed as a small bar under the *Liquor Control Act 1988* and used to sell liquor for consumption on the premises but not including the sale of packaged liquor; and with the number of persons who may be on the licensed premises limited to a maximum of 120.

Telecommunications Infrastructure

means land used to accommodate any part of the infrastructure of a telecommunications network and includes any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure used, or for use in or in connection with, a telecommunications network.