



Development Application

**No. 3 (Lot 585) Bragor Place and No. 17
– 19 (Lots 274 & 275) Almondbury Street,
Ardross**

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Report Number	Rev 0

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Introduction

This report has been prepared by Urbis in collaboration with developer Scentre Group and project architect MJA Architects to facilitate the development of No. 3 (Lot 585) Bragor Place and No. 17 – 19 (Lots 274 & 275) Almondbury Street, Ardross (**subject site**). This application for planning approval proposes a new medium density development within the Melville City (Booragoon) activity centre, reflecting the growing importance of appropriately located residential facilities surrounding commercial centres.

Located at the corner of Almondbury Road and Bragor Place, immediately opposite the Westfield Booragoon Shopping Centre, the proposal provides an exciting opportunity to introduce density and vibrancy into the city centre. The development is also underpinned by transport oriented development principles, co-locates residents with daily services, and provides genuine opportunities for alternative forms of travel.

This development will deliver an architecturally designed seven (7) storey apartment building with rooftop terrace. The building contains 57 multiple dwelling units, comprising a wide mix of dwelling types from single bedroom units to four-bedroom penthouse units. This creates opportunities for various price points, and creates a more vibrant and diverse community of future residents.

The rear the site also contains three (3) two-storey town houses, which provide a built form transition to the adjacent residential areas. These two components of the development are united by a 'shared access way', providing vehicle access to Bragor Place, which consolidates vehicle access into a single crossover.

The proposal presented in this application presents a well resolved development vision for the site, which has achieved complete support from the City's design review panel. The development has also been highly commented for its environmental credentials, including retention of quality vegetation and five-star green star target.

Overall, this development presents an exceptional resolution for the site, and will contribute immensely to the realisation of the vision of the activity centre plan. We are pleased to lodge this development application, and look forward to continuing our work with the City of Melville, Joint Development Assessment Panel and relevant Government agencies to successfully deliver this development.

1. Background

1.1. Site Context

1.1.1. Location and Site Context

The subject site is located within the municipality of City of Melville (the **City**).

The most notable contextual feature is the Westfield Booragoon Shopping Centre, located immediately south of the subject site. This is identified as a Secondary Centre under the activity centre hierarchy, forming a major employment centre for the regional economy, and intended to contain medium to high density urban form.

Development approval for the redevelopment of Westfield Booragoon was approved in February 2023. This redevelopment will deliver a substantial expansion of the shopping centre, including facilitation of a new 'Entertainment and Lifestyle' precinct and vastly improved frontage to Almondbury Street.

Other contextual features to note are summarised as follows:

- The City of Melville Civic Centre is located approximately 200m west of the subject site;
- The Booragoon Bus Station is located approximately 400m south, which is serviced by 7 separate Transperth services including high frequency route 915;
- Wireless Hill is located approximately 500m west of the subject site;
- Melville Leisurefit Recreational Centre is located approximately 700m south; and
- Various schools are located within 1km of the site, including the Applecross Primary and Senior High School, and Mt Pleasant Primary School.

Overall, these context feature provide the full range of retail, employment, community, recreation and transport infrastructure within walking distance of the subject site. This provides the subject site with a genuine opportunity to incorporate transport orientated development.

Refer to **Figure 1** below provides an overall context plan.

1.1.2. Cultural Context and Design Engagement

Scentre Group have engaged Nyungar Birdiyia to provide Aboriginal cultural services to its residential projects in Booragoon, including the subject site. The purpose of these services was to enable a co-design approach with the design team (landscape and architectural).

Initial cultural context engagement with Nyungar Birdiyia has note the following 'take home messages' for the Booragoon area:

The Booragoon area is rich in mythological, ethnographic, cultural and environmental meaning. It adjoins the fertile wetlands of the Swan and Canning rivers. It lies at the northern end of a north-south chain of permanent and/or seasonal lakes and soaks that doubled as important food resources and travelling ways. It is located on the way to an important mangite (banksia) nectar centre, well-documented as a major seasonal focal point for peoples from all parts of Noongar Country. The adjacent Wireless Hill/Yagan Mia was, as the name implies, was on Yagan's 'run': the up-river paths from there are the locations of significant actions and conflicts that remain incompletely acknowledged and understood.

The important point to grasp is that all of these meanings are interrelated and interconnected: any theme is an 'atom' in a 'molecule'. Or, to put it another way Noongar Country is a network of story threads and crossing places. On the human plane these correspond to bidi (paths) and kaleeps (camping places). But on the spirit plane themes can metamorphose, animals into humans, humans into stars and so on. Fig 2 is not a comprehensive representation of this. Instead, it focuses on different manifestations of FIRE where the Sun (Nganga), for example, is connected to Darlmoorluk (the 28 Parrot), Wilgee (the red ochre quarry and Emu increase site), the use of the Banksia cone as a torch, the six seasons etc.

The objective of this exercise is to ensure meaningful Noongar engagement leading to practical opportunities beyond symbolic recognition. This will include building a 'creative template' to guide the co-design. The main object of the 'creative template' is to provide a relational matrix that ensures all components sit in the right

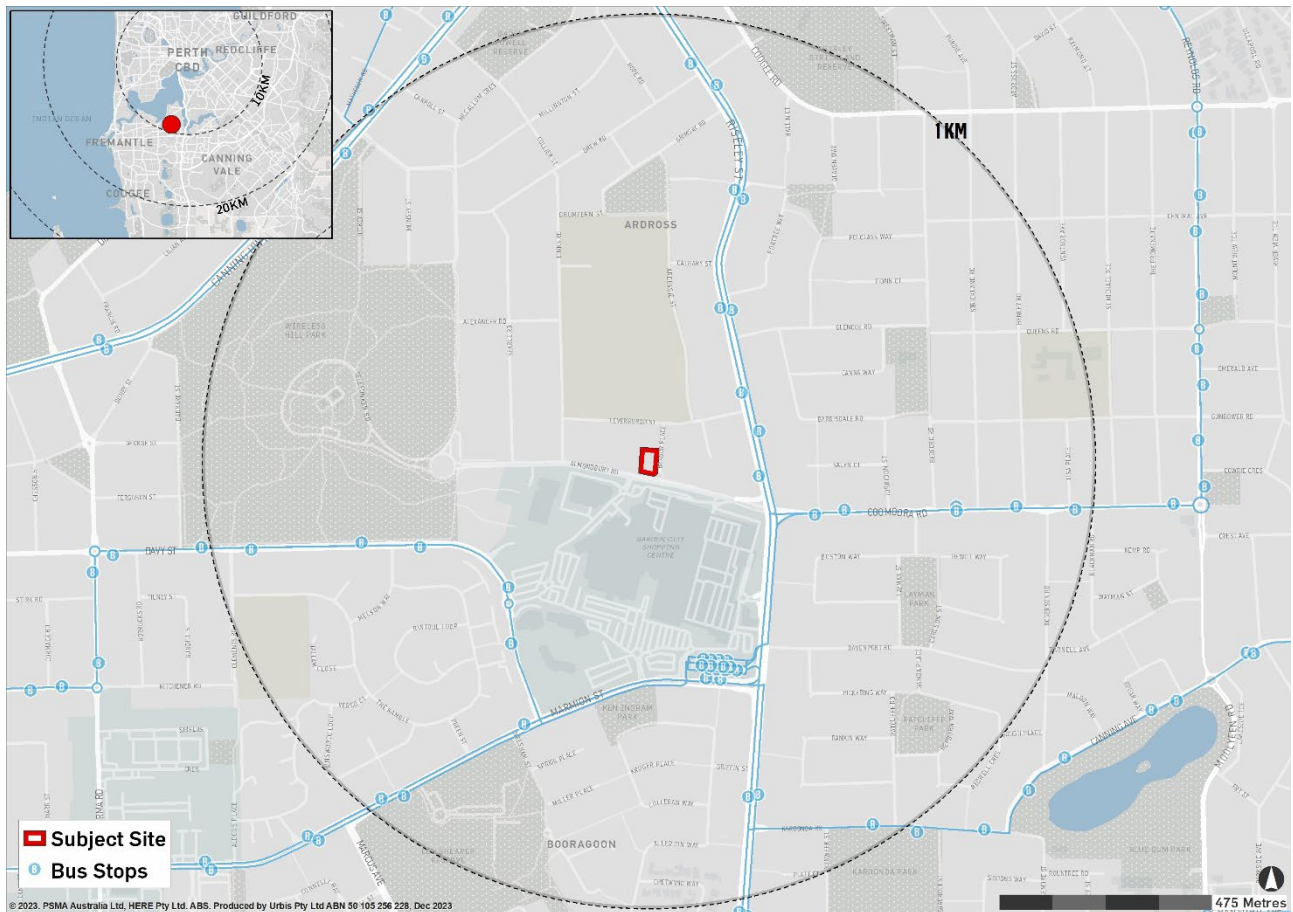
places – in relation to the architectural and landscape design, internally in relation to each other (thematically and formally) and externally (to Country).

The opportunity areas for this site are demonstrated in the landscape package provided at **Appendix B** of this report. This outlines two key opportunity areas to tie into the creative template emerging around the Booragoon Shopping Centre, being:

- The use of native planting species within verge planting areas of the subject site, containing endemic plant species and native bush tucker plants providing edibles, seeds and supporting habitat for native birds, bees and other insects; and
- The opportunity to use the cul-de-sac end as a 'meeting place', intended to create a welcoming space through design and a strong sculptural element that reflects sense of belonging.

This engagement is intended to be ongoing, and the 'creative template' is intended to coordinate a relationship between the subject site and adjoining Scentre Group projects, including the Booragoon Shopping Centre redevelopment.

Figure 1 - Site Context Plan

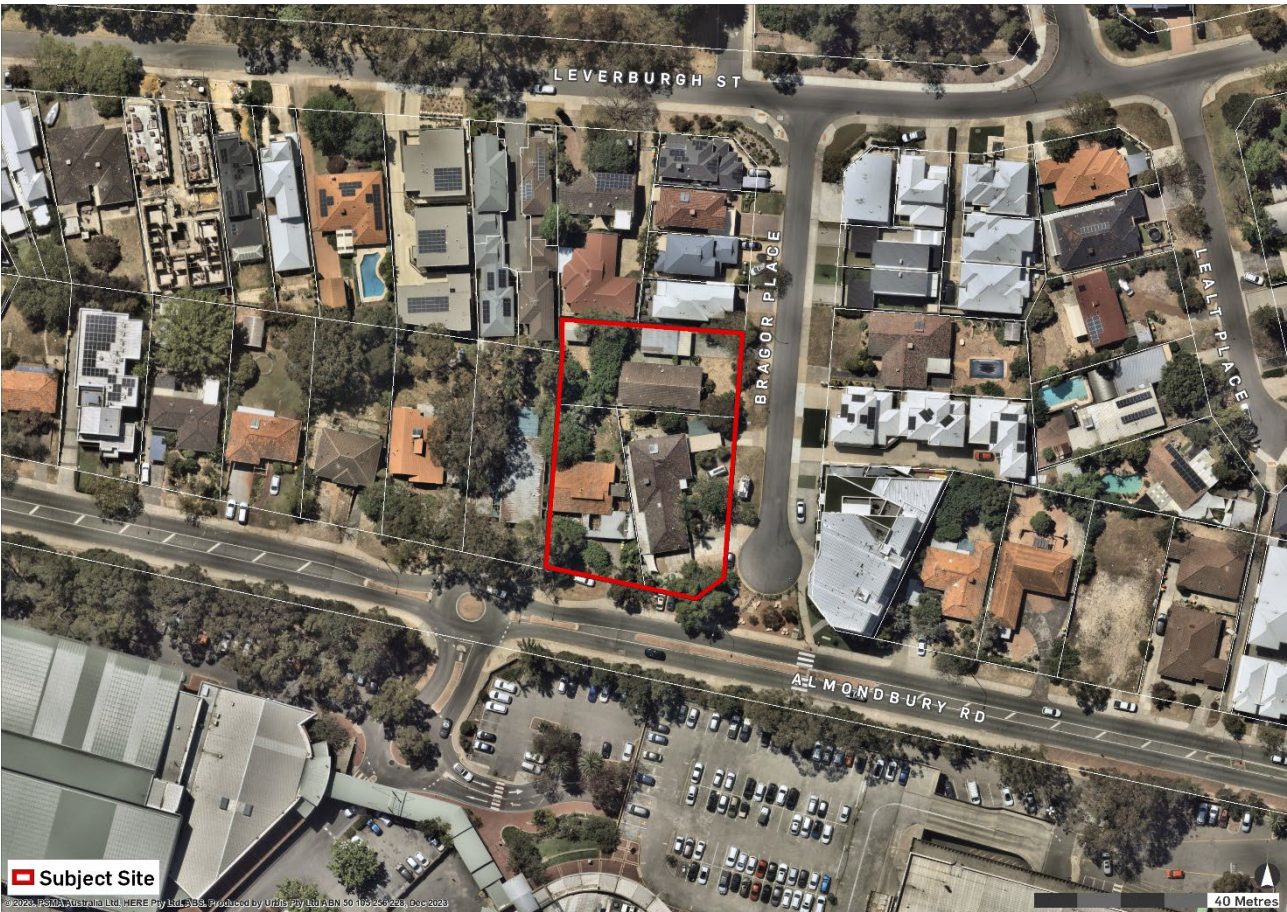


1.2. The Site

The subject site has a slope of approximately 3.5 metres ascending from the north to the south with three existing dwellings (one per lot) and associated structures. These buildings and structures are expected to be removed with a full site demolition to prepare the site for development.

The subject site currently has access from four crossovers: one (1) from Almondbury Road, and three (3) from Bragor Place. These are to be removed and consolidated into one crossover from Bragor Place as part of the proposed development.

Figure 2 - Aerial Photo



1.2.1. Legal Description

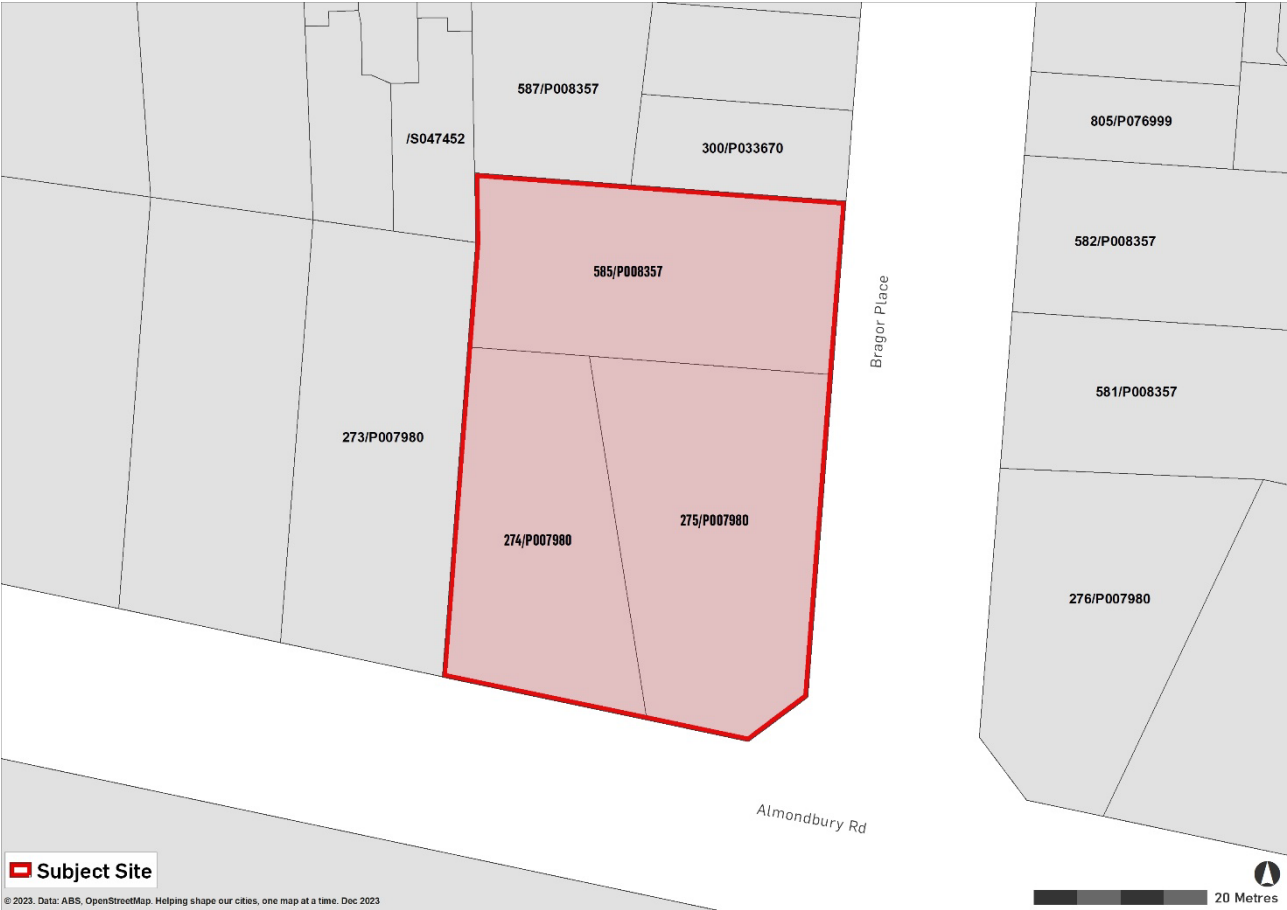
The legal description of the subject site is provided in Table 1 below.

Table 1 Legal Description

Lot	Street Address	Plan/Diagram	Vol/Folio	Area	Proprietor
585	3 Bragor Place	P 8357	CT-1514/80	852m ²	Scentre QLD No 1 Pty Ltd DWPL Nominees Pty Ltd
274	17 Almondbury Road	P 7980	CT-252/145A	749m ²	
275	19 Almondbury Road	P 7980	CT-1869/331	963m ²	

A copy of the Certificate of Titles can be found at **Appendix A**. Refer to **Figure 5** below for a cadastral plan of the subject site.

Figure 3 - Cadastral Plan



2. Proposed Development

2.1. Key Details

The proposal reflects a highly resolved and high-quality residential development on the corner of Almondbury Road and Bragor Place, within the Melville City Centre Activity Centre area. Specifically, this application seeks approval for:

- A multiple dwelling residential development consisting of; a seven (7) storey (with rooftop terrace) with 57 separate multiple dwelling units.
- Three two-storey townhouses on the northern section of the subject site. Each dwelling is provided with two parking bays, with access off the central shared access way.

The apartment building and town houses are separated by a shared common accessway accessing off Bragor Place and is sleeved with pockets of landscaping and deep soil planting areas.

Table 2 below provides a detailed summary of the development.

See **Appendix B** for the Design Report, including architectural plan set.

Table 2 Summary of Development

ITEM	SUMMARY
Apartment Development	
Dwelling Breakdown	12 x one-bedroom dwellings; 32 x two-bedroom dwellings; 12 x three-bedroom dwellings; and 1 x four-bedroom dwelling. Total 57 units
Resident Parking	Basement – 47 bays Ground Level – 41 bays Total 88 bays
Visitor Parking	5 bays on site 3 verge visitor bays Total 8 bays
Motorcycle Bays	7 bays provided
Communal Areas	180sq.m of communal rooftop terrace
Townhouses	
Dwelling Breakdown	Three townhouse (grouped dwellings) proposed
Parking	Two parking spaces are provided for each townhouse unit.

Landscape Design	
Deep Soil Area	324sq.m (12.6% of site area)
Tree Retention	5 trees
Tree Planting	23 trees
Tree Canopy Area	186sq.m proposed tree canopy coverage

2.2. Movement and access

The proposed movement and access strategy for the development is described in detail in the Transport Impact Statement provided at **Appendix D** with a summary of key modes of travel provided in the table below, and demonstrated through **Figure 4 & 5**.

Table 3 Movement and Access Summary




Pedestrian 	<p>Apartments</p> <p>Two pedestrian access points are provided to the development, being:</p> <ul style="list-style-type: none"> ▪ The main street entrance from Almondbury Road, which connects to the building lobby; and ▪ The secondary rear entrance, providing a more direct path of access to any residents and visitors entering the site from Bragor Place. <p>Townhouses</p> <p>All pedestrian access is via the shared accessway. A pedestrian pathway provides a direct connection between the townhouse entries and Bragor Place.</p>
Vehicles 	<p>As the Melville City Centre Structure Plan seeks to minimise direct vehicle access to Almondbury Street, vehicle access to the development is proposed from Bragor Place.</p> <p>Resident parking for both the townhouses and apartments is via the shared accessway from Bragor Place. As Bragor Place is the lower order road, with lower levels of pedestrian activity, this is the preferred location for this single crossover point.</p>
Waste Collection 	<p>Apartments</p> <p>Private waste collection will service the apartment development.</p> <p>Waste collection will also be via the shared accessway from Bragor Place. The waste vehicle will reverse into the site, and the waste contractors will collect bins from the adjacent bin store.</p> <p>Townhouses</p> <p>Waste collection for the townhouse will be from Bragor Place, using the City's waste services.</p>

Figure 4 - Pedestrian Access (source: MJA)

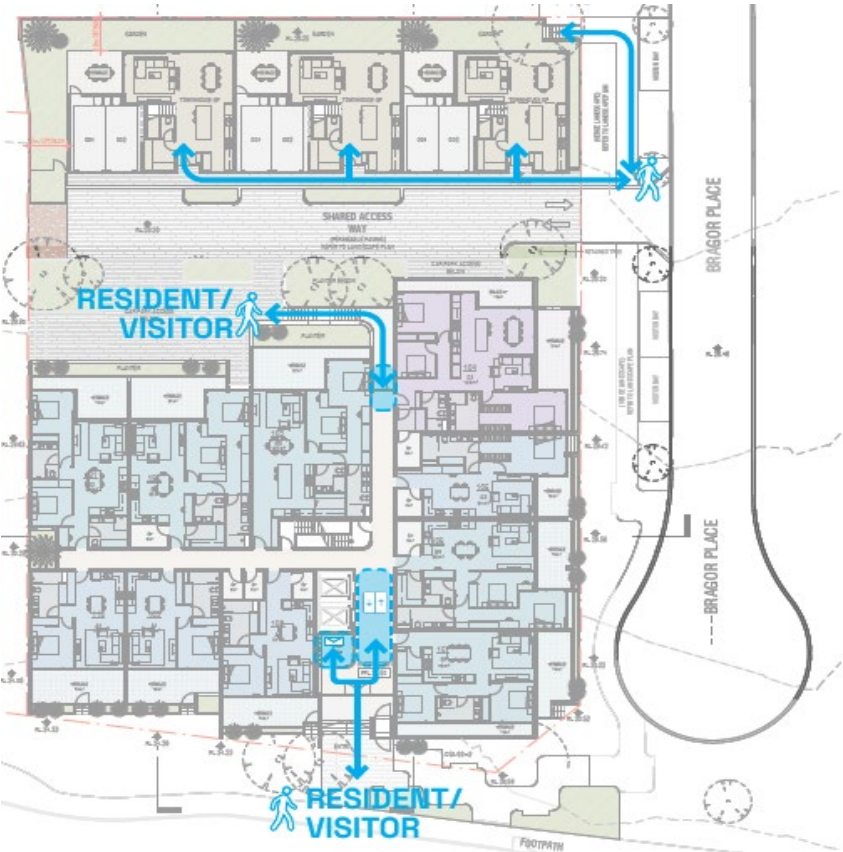


Figure 5 - Vehicle Access (source: MJA)



3. Architectural Design Overview

3.1. Design Evolution

The current proposal has been presented to the City's Design Review Panel (DRP) on two occasions – the 4 October 2023 and 14 December 2023. A summary of the design review process and DRP recommendations, as well as an explanation of how the design has evolved is provided in the following sections.

3.1.1. Design Review Panel Meeting No. 1 – October 23

A number of design development recommendations were provided at the October DRP meeting to inform the finalisation of the proposal. A summary of these recommendations and an explanation of how the design has responded as part of the final, lodged design is provided in the table below.

Table 4 - DRP Comments and Response Summary

DRP COMMENTS/RECOMMENDATIONS	DESIGN RESPONSE
Principle 1 – Context and Character <ol style="list-style-type: none"> 1. Explore rotating the first townhouse to enjoy direct street access and engagement. 2. Exploring rotating the first town house to orientate its front door and address to Bragor Place. 	<p>The first townhouse layout has been reorientated to capitalise on views and passive surveillance to Bragor Place, as well as the shared access way.</p> <p>A separate footpath allows for direct street access from the first town house providing an additional connection to Bragor Place.</p>
Principle 2 – Landscaping Quality <ol style="list-style-type: none"> 1. Consider incorporating landscape as a visual termination to the shared access way in lieu of hard paving. 2. Consider a green roof for the level 1 townhouse bedroom outlook. Or consider a pebble finish in lieu of metal sheeting. 	<p>Low native planting with natural items is proposed in lieu of hard paving to the end of the shared access way.</p> <p>Raised planters to the upper level of townhouses are proposed for a green outlook.</p>
Principle 5 – Sustainability <ol style="list-style-type: none"> 1. Appoint an ESD professional to assist with developing an integrated sustainable design strategy. 2. Consider commitment to a certified ESD approach. This might include Green Star; or 3. commit to self-assessment with independent verification. 	<p>A sustainability self-assessment with independent verification is to be undertaken. Emergen has been appointed as the ESD consultant and will undertake this assessment.</p>
Principle 6 – Amenity <ol style="list-style-type: none"> 1. Consider incorporating windows in bathrooms where possible e.g. the south-east corner apartment. 2. Consider introducing natural light, view and vista to the lift lobbies. 	<p>Layout for units 407 and 409 have been reconfigured to allow for external windows to bathrooms.</p> <p>Lift shaft rotated and relocated to open up lobby area and provide views throughout.</p>

DRP COMMENTS/RECOMMENDATIONS	DESIGN RESPONSE
<p>3. Consider introducing natural light, view and vista to the apartment access corridors that cannot be built out in the future.</p>	<p>Lift lobbies and apartment access corridors reconfigured to have a North and South aspect. Natural light, views and vistas introduced.</p>
<p>Principle 7 – Legibility</p> <ol style="list-style-type: none"> 1. Re-organise the Bragor Place ground floor units to enjoy direct street access and engagement. 2. Explore rotating the first townhouse to orientate its front door and address to Bragor Place. 3. Consider re-arranging the main street entry on Almondbury Road to enter the building directly in front of the lift core to create a direct and legible pathway from the street to the lift. 4. Consider incorporating a secondary entry lobby for the apartment building off the shared access way to add legibility and activity within the car park dominated undercroft area. 5. Consider introducing more windows into the ground floor townhouse units to provide additional massive surveillance over the shared access way. 	<p>Direct street access to all Bragor Place units is not feasible due to the level difference between the ground floor and street level. Stair access will significantly compromise terrace amenity and landscaping.</p> <p>Direct street access to Bragor Place has been provided to the corner apartment.</p> <p>Lift lobbies and apartment access corridors reconfigured to have a North and South entrances. The lift core has been relocated to the main lobby throughfare to create a direct and legible pathway from street to lift.</p> <p>The townhouse units have been reconfigured for a primary outlook to the access way (ground floor and level 1), increasing passive surveillance.</p> <p>Windows have been incorporated, affording a key outlook to Bragor Place.</p>
<p>Principle 8 – Safety</p> <ol style="list-style-type: none"> 1. Ensure all edges of the ground plane and podium that interface with a streetscape or public domain have active and occupied uses and do not have any un-sleeved parking or services. 2. Consider incorporating a secondary entry lobby for the apartment building off the shared access way to add legibility and activity within the car park dominated undercroft area. (Repeat of point 4, under Principle 7) 3. Consider introducing more windows into the ground floor town house units to provide additional massive surveillance over the shared access way. (Repeat of point 5, Principle 7.) 	<p>All ground units that have a street or public domain interface incorporate balconies and terraces into the façade to allow for active and passive uses by residents.</p>

3.1.2. Design Review Panel Meeting No. 2 – December 2023

On final review, the DRP provided universal support across all 10 principles of good design, and commended the design team for incorporating and responding to the panel comments.

Of particular note, the DRP panel identified the following strengths of the proposal:

- Improved streetscape engagement, entry legibility and passive surveillance.
- Improved access to natural light and cross ventilation.
- High quality landscaping, and early incorporation of landscape concepts in the design.
- Overall support for the built form, noting that the height, bulk and scale was well managed, and appropriately transitioned from south to north.

A copy of the final DRP minutes are provided at **Appendix B** of this report.

3.2. 10 Design Principle Assessment

State Planning Policy 7.0 – Design of the Built Environment provides guidance on design quality and built form outcomes, setting out 10 design principles to inform assessment and design review. The design merit of the proposal is highlighted below against these various principles.

Table 5 - Assessment Against 10 Design Principles

Design Principle	Response
1. <u>Context and Character</u> <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	<p>The proposed development is residential in nature and complimentary to the adjoining residential lots to the north, west and east, whilst still maintaining an attractive frontage to Almondbury Road that mirror the Westfield Booragoon Shopping Centre.</p> <p>The proposed development will provide an excellent addition to the frame of the Melville City Centre Structure Plan area and contribute to the density targets set out for the area.</p>
2. <u>Landscape Quality</u> <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	<p>Extensive landscaping, inclusive of deep soil planting and retention of many mature trees, has been incorporated into communal areas and open spaces. Soft landscaping has been incorporated into throughfares and vertical planting to soften the hardscape.</p> <p>The landscape design language is proposed to compliment the architectural built form, materials, and colours, utilising native planting which varying colours and textures.</p>
3. <u>Built Form and Scale</u> <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>	<p>The built form compliments the area, particularly noting the frontage to Almondbury Road which mirrors the new Westfield Booragoon Shopping Centre</p> <p>The development staggers the building massing to respect.</p>
4. <u>Functionality and Build Quality</u>	<p>The proposed multiple and grouped dwelling mix introduces diversity to the range of residential uses to the locality, whilst the</p>

Design Principle	Response
<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>	materials that will be used are of a high quality to ensure longevity.
5. <u>Sustainability</u> <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>	The development optimises solar orientation to rooms and communal areas to reduce the need for temperature regulation and artificial lighting where possible.
6. <u>Amenity</u> <i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>	The location is within close proximity to a major shopping centre (Westfield Booragoon Shopping Centre) and recreation centre (LeisureFit Booragoon) which will service the residents of the development.
7. <u>Legibility</u> <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>	<p>The vehicle entries are kept to the peripheries of the site and are consolidated to reduce the number of access points to the site, and therefore improve overall legibility.</p> <p>The pedestrian entries are clearly delineated and highlighted at ground level along Almondbury Road and Bragor Place for easy wayfinding.</p>
8. <u>Safety</u> <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>	The development provides logical passages and entries with a high level of surveillance of the entries and common areas for the safety of residents and the public realm adjacent to the site.
9. <u>Community</u> <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>	This development will provide greater diversity and support local businesses with increase patronage from residents. The proximity from the adjacent shopping centre

10. Aesthetics

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

The architectural built form utilises a variety of high quality materials, varying colours and landscaping to provide an enhanced street presence reflective of the adjacent architectural mannerisms of the adjoining shopping centre. Sculptural curves articulate the building mass and define building edges.

4. Specialist Technical Reports

4.1.1. Traffic and Access

A Traffic Impact Statement (TIS) was prepared by Shawmac for the proposal in accordance with the WAPC *Transport Impact Assessment Guidelines Volume 4 – Individual Developments*. A summary of key conclusions are as follows;

- The total volume of traffic generated by the development is expected to be approximately 22-24 trips during the morning peak hour, equating to a 'low to moderate' level of impact only, and does not warrant detailed capacity analysis. Given the level of traffic generation is low impact, this capacity can be accommodated within the existing capacity of the road network.
- Vehicle sightlines meet the requirements of AS2890.1, with a clear 45m line of sight provided along Bragor Place;
- Pedestrian sightlines meet the 1.5m truncation requirements of the R-Codes.
- The proposed 4.5m crossover point meets the requirements of the City's Guidelines for Crossovers.
- The development exceeds the minimum resident parking requirements required under the R-Codes. Whilst the site is short on 1 visitor bay, this is more than offset by the additional resident parking bay surplus.
- The site provides sufficient room for the manoeuvring of vehicles. Some minor modifications to columns are required for parking bays, but the intent is to address these at detailed design.
- The swept path analysis for the waste truck demonstrates this is able to manoeuvre through the site for on-site waste collection for the multiple dwelling units.

Overall, the TIS demonstrates that the development will not have notable impact to the surrounding road network, and the layout appropriately meets the relevant technical standards.

Refer to **Appendix D** for a copy of the TIS.

4.1.2. Sustainability

The Green Star Design Report provides an initial assessment of the project to determine the capacity to meet the 5-star 'Aspirational' Green Star Building rating. The report concludes that the project is anticipated to achieve this sustainability goal.

Refer to **Appendix E** for a copy of the sustainability assessment.

4.1.3. Waste Management

A Waste Management Plan (WMP) was prepared by Talis Consultants for the proposal. Consideration was given to the provisions within the City's Local Planning Policy 1.3 Waste and Recyclables Collection for Multiple Dwellings Mixed Use Developments and Non-Residential Developments.

This WMP has confirmed that the multiple dwelling development provides a sufficiently sized bin store area for all waste streams (refuse, recyclables and FOGO). Waste to the multiple dwellings will be collected through a private contractor.

For the townhouse components of the development, waste will be collected from Bragor Place utilising the City's waste collection services. A dedicated bin pad space has been provided in the verge area for this purpose.

Refer to **Appendix F** for a copy of the WMP.

4.1.4. Noise Management

An Acoustic report was prepared by Herring Storer Acoustics for the proposal. The report provides an assessment against National Construction Codes for minimum acoustic isolation of apartments and townhouses and provides further assessment on the Environmental Protection (Noise) Regulations 1997 and State Planning Policy 5.4 -. Road and rail Noise. As outlined in the report, the main noise from the development will be from mechanical services consisting of air-conditioning plant and carpark exhaust systems if needed.

5. Planning Considerations

5.1. State Planning Assessment

The following state planning policies have been given consideration and applied (when relevant) to the subject site.

Table 6 State Planning Assessment Summary

DOCUMENT / PLAN AND RELEVANCE	COMMENT
Metropolitan Region Scheme (MRS) The site is zoned 'Urban' under the provisions of the Metropolitan Regional Scheme (MRS). Refer Figure 6 - MRS Map	The proposed development is consistent with the zoning under the MRS and warrants approval accordingly.
State Planning 7.0 – Design of the Built Environment (SPP7.0)	A comprehensive assessment against the SPP7.0 principles is provided at Section 3 of this report.
State Planning Policy No. 7.3 – Residential Design Codes (SPP7.3) The portion of the subject site (3 Bragor Place) containing the Townhouse development is zoned Residential R40. The remainder of the site is zoned mixed Use, with an applicable density of R100.	Appendix H provides a summary assessment for the townhouse component of the development. Appendix I provides a summary assessment of the multiple dwellings component of the development against Volume 2, where the controls are not otherwise replaced by the Structure Plan.

Figure 6 - MRS Map



5.2. Local Planning Framework

5.2.1. Local Planning Strategy

Melville City Centre (Booragoon) is designated as a secondary centre under SPP 4.2. Recognises the needs for diverse range of services and intensity as a secondary centre.

5.1.3 Melville City Centre (Strategic Development Area 3)

The centre is considered the City's commercial and civic heart.

"The intensity of the Melville City Centre is anticipated to improve dramatically, and the number of residential dwellings is expected to exceed the targets set in SPP4.2.

A residential density target of 35 dwellings per gross hectare within 400 metres of secondary centres is proposed by SPP4.2. Currently the actual density within 400 metre radius of Melville City Centre is approximately 8 dwellings per hectare. To achieve between 25 and 35 dwellings per hectare will require an additional 2000 to 3000 new dwellings."

In conjunction with the redevelopment of adjacent Westfield Booragoon, the expansion is expected to increase demand for goods and services at the centre. The catchment size of the centre is expected to increase, as it is more attractive, and people are more likely to travel from further away to visit.

It is recognised that the centre is well connected to public and private transport, with a regionally significant bus transfer station adjacent to the centre and regional road access through Riseley Street and Marmion Street.

5.2.2. City of Melville Local Planning Scheme No. 6

A portion of the subject site (3 Bragor Place) is zoned Residential R40 under the City's Local Planning Scheme No. 6 (the Scheme). This portion of the site contains the grouped dwelling (townhouse) development.

The objectives of the Residential zoning outlined in the Scheme are as follows:

- *To provide for a range of housing and a choice of residential densities to meet the needs of the community.*
- *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*
- *To provide for a range of non-residential uses, which are compatible with and complementary to residential development to promote sustainable residential development.*
- *To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment and design of facades.*

The proposed development application is consistent with the intent of the zoning objectives for the Residential zone, as it provides for a range of housing choice to meet the needs of the community.

The remainder of the site is zoned 'Mixed Use' with an applicable density of R100, and subject to the Melville City Centre Structure Plan.

5.2.3. Melville City Centre Structure Plan (Structure Plan)

The Melville City Centre Structure Plan was formally endorsed by the WAPC in April 2014, and subsequently amended on one occasion in March 2015. As a result, the Structure Plan pre-dates the following key State-wide planning legislation and policies:

- The *Planning and Development (Local Planning Schemes) Regulations 2015* (the Planning Regulations) which were first adopted in October 2015;
- State Planning Policy No. 7.0 – Design of the Built Environment, which was first gazetted in May 2019 and
- The current version of State Planning Policy No. 7.3 – Residential Design Codes Volume 2 – Apartments.

As a result, many of the Structure Plan controls are not necessarily reflective of contemporary planning frameworks. Specifically, much of this recent planning reform is focussed on the contribution of 'good design' in planning assessments, rather than delivering statutory compliance. This planning assessment has been undertaken through the lens of contemporary planning framework, where a greater emphasis is placed on 'design quality'.

The release of the Planning Regulations has also transformed the role and effect of a Structure Plan, with Clause 27(1) stating that an application for development approval is now only required to have *'due regard to, but is not bound by the structure plan when deciding the application'*. The release of the Regulations thereby unlocks the ability to consider variations to the provisions of a Structure Plan.

5.2.3.1. Precinct Area

A portion of the subject site containing the multiple dwelling (apartment) building (lots 17 – 19 Almondbury Road) is located within the Melville City Centre Structure Plan (the Structure Plan), zoned 'Mixed Use' and within the 'Frame Precinct B' precinct. The zoning character statement of the precinct area within the Scheme are as follows:

"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."

In a similar fashion to the above, the proposed development application is consistent with the intent of the zoning objectives for the Centre Frame B Precinct, as it provides for a range of housing choice to meet the needs of the community at a higher level of intensity and scale that acts as a transition from the Centre Core structure plan area, and adjacent residential properties within the area.

Both Almondbury Road and Bragor Place are also identified as 'semi-active edge' under Plan 2 – Townscape of the Structure Plan. These frontages are intended to be a 'more passive, semi-active street environment' with landscaped front setbacks and windows overlooking the street. Residential development is an appropriate use for this frontage type, and the development itself achieves a high level of oversight to the street and landscaped verges.

5.2.3.2. Land Use Permissibility

It is noted that the Melville City Structure Plan definitions refer to the Residential Design Codes definition for both 'Multiple Dwellings' and 'Grouped Dwellings'.

Given the aforementioned, the Residential Design Codes definitions are as below:

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 or below another, except where special conditions of landscape or topography dictate otherwise and includes a dwelling on a survey-strata with common property."*

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:*

- *Does not include a grouped dwelling; and*
- *Includes any dwellings above the ground floor in a mixed-use development."*

Both uses are permitted within the Centre Frame B Precinct and therefore warrants approval accordingly in this regard.

It should be noted for the purposes of this development the three town houses are assessed as grouped dwellings separately given, they are contained on a different lot (3 Bragor Place) with the multiple dwellings on 17-19 Almondbury Road.

5.2.3.3. Dwelling Targets

Melville City Structure Plan proposes that an additional 1,370 dwellings (approximately) will be incorporated into the Melville City Centre, with most of the new dwellings being located within the frame of the centre.

Based on the number of dwellings constructed to date, the Frame Precinct is substantially underperforming this dwelling target, with only approximately 50 dwellings being constructed within the frame precinct. A

summary of the known constructed dwellings within the Structure Plan area are summarised in the table below. Given the substantial underperformance, any opportunity to deliver dwellings within the Structure Plan Frame Precinct should be championed.

Table 7 Structure Plan Dwelling Target Review

Structure Plan Target	Approved / Constructed
1,370 dwellings	136 Riseley Street – 9 multiple dwellings (Frame Precinct) 164 Riseley Street – 10 multiple dwellings (Frame Precinct) 8 Bragor Place – 18 multiple dwellings (Frame Precinct) 1 Davenport Road – 13 multiple dwellings (Frame Precinct) Iris Amara – 124 multiple dwellings (Lakeside Precinct)
	TOTAL
	50 Dwellings in Frame
	124 Dwellings in Lakeside Precinct

5.2.3.4. Interaction with Residential Design Codes and Local Planning Policies

Clause 3.5 of the Structure Plan notes that the following elements of the Residential Design Codes (R-Codes) do not apply within the structure plan area, unless otherwise specified:

- Site Coverage;
- Plot Ratio;
- Open Space Requirements;
- Building Height Requirements.

From a built form perspective, this means that building height and setbacks outlined under the structure plan form the main statutory controls applicable to the site. These are addressed in detail at **Appendix G** of this report, and further justified in **Section 5.3** below.

From a landscape perspective, whilst the open space requirements do not technically apply, the objective of this project is to deliver a development which delivers on the 10 Principles of Good Design, including quality landscaping. As a result, the development meets the deep soil area and tree canopy requirements of the R-Codes Volume 2.

Clause 3.6 of the Structure Plan also specifies that the City's Planning Policies do not apply to the structure plan area, and as a result do not form part of this assessment.

5.2.3.5. Development Controls

An in-depth assessment of the proposal against the structure plan development controls is provided at **Appendix G** of this report.

Overall, the development assessment demonstrates the following merits:

- 65% of dwellings are naturally cross ventilated, and any single aspect apartments have ventilation openings orientated towards the prevailing winds.
- Between 9am and 3pm on the 21st of June, no adjoining sites are adversely impacted by overshadowing;
- 77% of the dwellings achieve a major opening orientated to the north.

5.3. Summary of Planning Assessment

In summary, the development results in only two key notable variations to the planning controls, being:

- Building height, being 7 storeys in lieu of the 4 storey allowance; and
- Setback to western boundary, where a setback of nil is provided to Level 3 & 4, and a 1.8m setback is provided to Levels 5 & 6. This is in lieu of the 3m setback requirement.

The following sections provide the justification for these variations.

5.3.1. Building Height

The Structure Plan envisions a maximum of 4 storeys / 20m height to Almondbury Street, with tiered height requirements transitioning to the lower density area. Whilst the proposed development does seek building height of 7 storeys, the use of architectural design measures such as setting back of the upper storeys and the manipulation of the building mass reduces the visual impact of this height. The development therefore 'presents' as a much smaller scale building, consistent with the built form intent of the precinct.

The release of the Planning Regulations have emphasised that the role of Structure Plan controls is 'due regard', allowing discretion to be applied to the height controls. Clause 67 of the Planning Regulations guides this exercise of discretion. **Table 8** extracts the relevant matters to be considered, and demonstrates how these are addressed.

Table 8 Clause 67 Matters to be Considered

Clause 67 Provision	Response
<p><i>(m) the compatibility of the development with its setting, including —</i></p> <p><i>(i) the compatibility of the development with the desired future character of its setting; and</i></p> <p><i>(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i></p>	<p>The Structure Plan adopts tiered height controls as a measure to transition built form between the activity centre and adjacent low density residential areas.</p> <p>But for this development, the built form transition is implemented through the townhouse component of the development. This approach means that there is approx. 30m separation between the apartment building and the low density area – meaning there is no immediate interface between the proposed development and the low density areas.</p> <p>The development amalgamates three separate lots to create a substantial 2,564sq.m development site. This consolidated creates efficiency and flexibility through the design approach, in turn de-constraining the site and allowing for a greater number of design options.</p>
<p><i>(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i></p>	<p>The landscape design retains 5 trees on site, and provides meets the landscape requirements.</p>
<p><i>(u) the availability and adequacy for the development of the following —</i></p> <p><i>(i) public transport services;</i></p>	<p>The site is within walking distance to the Booragoon Bus Station, and provides adequate space for the storage and collection of waste and bike storage.</p>

Clause 67 Provision	Response
<p>(ii) public utility services;</p> <p>(iii) storage, management and collection of waste;</p> <p>(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</p> <p>(v) access by older people and people with disability;</p>	
<p>(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</p>	<p>The development is expected to have a positive impact on the community by delivering much needed dwellings in a highly serviced location. The development also benefits the community by reducing the shortfall of dwellings from the Structure Plan targets.</p>

This architectural response was highly supported by the DRP, as noted through the following extracts of the meeting minutes:

- *Built form well managed to mitigate height, bulk and scale through management of built form volumes with the introduction of strategic reveals and parapet heights to create the visual impression of individual buildings that are connected rather than a singular mass.*
- *The Panel supports the opportunity for height and scale in this location.*
- *Appropriate and supported height, bulk and scale.*
- *Careful mediation and transitioning down of scale from the south to north.*
- *Mediation of scale in bulk with the judicious insertion of vertical reveals.*

As noted in Section 5.2.3, the development controls of the Structure Plan were formulated prior to the release of the Design WA frameworks, meaning the Structure Plan does not recognise the importance of delivering a development which delivers design excellence and designs to context. Development bonuses on the basis of design excellence is a common feature of contemporary frameworks, but this is not reflected in the Structure Plan.

In addition to the achievement of exceptional design, Section 2.8 of Volume 2 of the R-Codes also provides guidance on circumstances where development bonuses can be awarded for community benefit initiatives. The following table demonstrates that the proposed development delivers on a number of these objectives, warranting support for the additional height.

Table 9 – Community Benefit Criteria

REQUIREMENT	PROPOSED
R-Codes – Development Incentives for Community Benefit	
<p><i><u>Dwelling Diversity:</u> where providing a dwelling type identified as a priority by the local government, such as aged and dependent dwellings, universal access dwellings, one-bedroom apartments, key-worker dwellings or other innovative housing models to meet demand.</i></p>	<p>Wide diversity of housing (1, 2, 3 & 4 bedrooms) are delivered through the development.</p>

REQUIREMENT	PROPOSED
<i>Retention of Vegetation: where significant mature or native vegetation is retained within a development site in excess of the Acceptable Outcomes at 3.3 Tree canopy and deep soil areas.</i>	Retention of 5 existing trees on site is achieved, in addition to the proposed deep soil areas and tree canopy.
<i>Public Facilities – site linkages</i>	The shared accessway provides the opportunity for a site linkage, unlocking development potential for adjacent sites.
<i>Energy Efficient Design: proposal demonstrates exceptional energy efficient design and a significant reduction in energy consumption.</i>	5 star green star is targeted. Refer Appendix E – Green Star Design Report .
<i>Water Conservation: where the proposal demonstrates exceptional water management and conservation and a significant reduction in mains water use.</i>	5 star green star is targeted. Refer Appendix E – Green Star Design Report .

5.4. Setback to Western Boundary

A minor variation to the setback requirements of the structure plan is sought for the western boundary of the site, which requires a 3m boundary setback for Level 3 and above. It is noted that a nil setback is permitted up to two storeys, meaning some degree of building bulk on this boundary is envisioned under the Structure Plan.

Importantly, no major openings are provided to the western façade for the nil setback component of the development (Levels 3 & 4), with all openings facing either the north or south, and balconies are screened. This ensures that overlooking is avoided to the adjacent property. At the higher levels of the development (Levels 5 & 6), the development is setback from the boundary, and screening devices are provided to the boundary. The setback reduction also does not result in any additional overshadowing, as between 9am and 3pm on the 21st of June, no adjoining sites are adversely impacted by overshadowing.

Overall, this setback reduction is necessary to redistribute the building mass on the site, and ensure the retention of trees in key locations. It is envisioned that the redevelopment of the adjoining property will seek a similar built form outcome once the site is redeveloped.

6. Conclusion

This report demonstrates the overall merit of the proposal in the context of the existing planning framework and principles of good design, particularly in the context of the additional development potential being sought. This is demonstrated through the following key points:

- The architectural built form strategy has been formulated with a clear intent of reducing impact of the building mass. This is demonstrated through the setback of the building mass from the northern boundary, and the use of the townhouses to transition the built form.
- The development has been designed around the retention of quality trees on site. This is further complimented by the landscape strategy, which further softens the built form and provides a buffer to the adjoining residential development.
- The central shared accessways serves the functional purpose of uniting the two components of the development, and reducing the number of vehicle crossovers to the site. This accessway also delivers the opportunity to expand the accessway to adjoining properties fronting Almondbury Street in the future, further reducing the number of vehicle crossovers along this key pedestrian thoroughfare.

The proposal provides a design response that is coherent, site responsive, and respectful of the local context. We strongly believe that this proposal will make an excellent contribution to the built environment in the Melville City Centre Activity Centre, providing high quality accommodation and a necessary supermarket offering, as well as other amenities. This is clearly demonstrated through the feedback of the City's Design Review Panel, which provided support across all 10 principles of good design.

We assert that the proposal achieves a high level of design as documented by the City of Melville Design Review Panel and the additional height is both appropriate and warranted. We look forward to working with the City of Melville, Joint Development Assessment Panel and other agencies through the assessment process.

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