

20 April 2026

SLR Ref No.: 675_073855_00001-L01-v1_020260317

City of Swan
PO Box 196
Midland WA 6936

Attention: Philip Russell – Manager Statutory Planning

SLR Project No.: 675_073855_00001

**RE: Development Application – Proposed Midland Gate Shopping Centre
Cale Street Dining Precinct Upgrades at Lot 603 (No. 274) Great Eastern
Highway, Midland**

On behalf of the landowner, Evolution Trustees Limited as trustee for the Fawkner Midland Trust No. 25, SLR Consulting (SLR) is pleased to submit this development application for alterations and additions to the existing Midland Gate Shopping Centre located at Lot 603 (No. 274) Great Eastern Highway, Midland (the subject site).

The proposed works include upgrades to the Cale Street dining precinct, new tenancy fit-outs and associated signage.

In accordance with City of Swan (the City) development application submission requirements, please find enclosed:

- A completed and signed Application for Development Approval Form;
- A completed and signed MRS Form 1;
- A completed and signed DAP Form 1;
- A copy of the Certificate of Title;
- A copy of the Proposed Development Plans;
- A Landscape Concept Plan;
- A Traffic Technical Note; and
- A Civil and Stormwater Technical Note.

Based on an estimated development cost of \$4,000,000, this application seeks to opt-in for determination by the Metro Outer Development Assessment Panel (DAP). A DAP application fee of \$6,322 and a local government development application fee of \$10,251 are payable, totalling \$16,573.

Location and Site Particulars

The subject site is located within the municipality of the City of Swan and is bound by Great Eastern Highway to the South, The Crescent to the north, Cale Street to the west and Lloyd Street and Midland Junction Substation to the east.

The particulars of the subject site have been provided in Table 1 below:

Table 1: Site Particulars

Lot	Address	Area	Vol/Folio	Plan	Registered Proprietor
603	274 Great Eastern Highway, Midland	135,921 m ²	2651/491 2651/492	44021	Evolution Trustees Limited

Refer to Appendix A – Certificate of Title

Environmental Considerations

Contamination

A desktop search of the Department of Water and Environmental Regulation (DWER) Contaminated Sites Database indicates that the subject site has no history of contamination.

Acid Sulphate Soils

A desktop search of the DWER mapping of Acid Sulphate Soils (ASS) indicates that there is no risk of ASS at the subject site.

Bushfire

A desktop search of the Department of Fire and Emergency Services (DFES) online mapping system indicates that the subject site is not within an identified bushfire prone area.

Heritage

A desktop review of the Heritage Council State Heritage Register indicates that there are no heritage places of significance on the subject site.

A desktop review of the Department of Planning, Lands and Heritage (DPLH) Aboriginal Inquiry System indicates that there are no places of Aboriginal significance on the subject site.

Proposed Development

This application seeks development approval for works only within the vicinity of the Cale Street Dining Precinct, with the designated area as per the plans provided at Appendix B. All works are proposed within the subject site.

Refer to Appendix B – Proposed Development Plans

The proposed development includes:

Ground floor:

- New shop façade fit-outs and reconfigured alfresco dining areas for tenancies T-054, T-053A, T-053B, T-053C and T-053D including tenant signage zones and associated infrastructure. This includes tenant 1500mm x 1500mm tenant signage zones on the existing louvered alfresco structure to the walkway;
- Removal of seven (7) parallel on-street parking bays, including an ACROD bay, adjacent to tenancies T-054, T-053A, T-053B, T-053C and T-053D to accommodate new landscaping treatments;
- New landscaping along Cale Street and at the Great Eastern Highway intersection with two new pedestrian access points from Cale Street through the landscaped area to the walkway beyond;



- New integrated play area located adjacent to the existing Cale Street centre entry with minor associated modifications to the centre entry point including wall realignments, new paving and existing stair removal; and
- New louvered shield to screen car ramp behind.

Level 1:

- Removal of existing pedestrian pathway within road lane to redirect pedestrian route along existing pathway between the car bays and plant room to provide safer access;
- New wheel stops along the existing pathway;
- Removal of one (1) car parking bay and the installation of two (2) new bays near the level 1 lift to accommodate modifications to the pedestrian pathway;
- New fence and gate near existing entry and lift; and
- New painted steel pergola structure with catenary lights over lift entry.

It is noted that part of the alteration works includes modifications to the internal shop fit-outs for tenancies T-054, T-053A, T-053B, T-053C and T-053D. It is understood that these internal works are exempt from the requirement for development approval.

Landscaping

A Landscape Concept Plan has been prepared by KDLA landscape architects and is included at Appendix C.

Refer to Appendix C – Landscape Concept Plan

The proposed landscaping concept includes comprehensive upgrades to both existing landscaped areas and the reclaimed former parallel parking bays along Cale Street. The intention is to create a generous landscape buffer between vehicles on Cale Street, pedestrians using the walkway and centre patrons using tenancy alfresco areas. The proposed landscaping has been designed to incorporate the new alfresco dining areas, resulting in tangible improvements to patron comfort, safety and amenity. The landscaping design also incorporates two (2) new pedestrian access points connecting Cale Street to the pedestrian walkway behind the landscaped areas, ensuring a safe crossing environment for pedestrians.

The landscape strategy retains and protects existing mature trees where possible and extends existing landscape zones with additional mixed native planting. New planting includes layered scrub, low mixed planting and feature species, complemented by selected small canopy trees to provide shade, visual interest and seasonal variation. Feature planting, including kangaroo paws and other locally appropriate species, contributes to a cohesive and resilient streetscape character.

A new nature-play area is proposed adjacent to the existing Cale Street centre entry, incorporating informal, low-impact play elements framed by landscaping, retaining walls and integrated seating. The play space is designed to be inclusive, responsive to place and comfortably integrated within the broader streetscape.

Traffic Technical Note

A Traffic Technical Note has been prepared by Transcore in support of the proposal and is included at Appendix D. Traffic and parking related works involve removing seven (7) on-street parallel bays (including one ACROD bay) and replacing them with landscaping, a refreshed pedestrian walkway and alfresco dining areas.



The technical note includes a desktop review of the historic car park utilisation of the seven on-street parallel bays to be removed using aerial imagery from January 2023 to January 2026. The review showed an average utilisation of five (5) bays with an average availability of two (2) bays.

The proposed loss of seven (7) car bays is considered to be acceptable based on the availability of car parking elsewhere with the subject site. This includes within the existing level 1 car park which contains over 400 bays, which have been observed through the desktop review as being rarely fully occupied.

Transcore provided the following traffic and safety comments and recommendations:

- Removal of the on-street bays will improve southbound Cale Street flow (less parking-manoeuve disruption) but may increase vehicle speeds.
- A raised wombat crossing is recommended at the existing pedestrian crossing on Cale Street between Farmers Market Lane and Old School Lane to manage speeds, deter rat-running, and support the increased pedestrian activity expected. The potential location of the raised wombat crossing is outside of the subject site.
- Recommends on-street bicycle racks near the shopping centre entrance.

The proposed development has taken into consideration the recommendations identified in the Traffic Technical Note with existing bicycle parking to be upgraded and replaced. The potential for the raised wombat crossing will require further consideration by the City.

Refer to Appendix D - Traffic Technical Note

Stormwater and Servicing Assessment

A Stormwater and Servicing Assessment was completed by Stantec in support of the proposal and is included at Appendix E.

Stantec concluded that as the sealed parking bays are proposed to be converted to landscaping and pedestrianised surfaces, the works will result in a net reduction in impervious area. This means the anticipated stormwater runoff following development is expected to be equal to or less than existing conditions and can be managed via surface grading to the existing Cale Street drainage system without modification.

Two Water Corporation assets (a DN500 steel water main and a DN375 sewer main) run within or adjacent to the existing parking verge, but no relocation is required provided the detailed design maintains standard clearances and avoids permanent structures, footings or deep-rooted vegetation within the asset protection zones.

Stantec's assessment concludes there are no significant civil servicing constraints that would preclude the development proceeding, subject to confirmation through survey and detailed design.

Refer to Appendix E - Stormwater and Servicing Assessment

Design Review Panel

The proposed development concept was presented to the City's Design Review Panel (DRP) on 24 March 2026. A response to the DRP comments has been provided in Table 2 below:



Table 2: Responses to Design Review Panel Comments

Design Principle	DRP Meeting 1 Recommendations	Applicant Response
1. Context and Character	<i>1. Undertake more analysis of the context, including a public life study to better inform the design, and mapping that explain the relationship with the rest of the centre.</i> <i>2. Treat the publicly accessible spaces as if they were public spaces.</i> <i>3. Provide 'before and after' plans.</i> <i>4. Provide streetscape renders.</i> <i>5. Demonstrate how external materials and details draw upon the local sense of place.</i>	The proposed development plans have been informed by an analysis of the existing Cale Street context with a strong focus on creating high amenity accessible public spaces. Given the pre-existing nature of the Cale Street dining precinct, a public life study and further analysis were considered unnecessary. The relationship to the rest of the centre already exists with established entry and access points. The proposed materiality builds on the existing palette within the Cale Street environs, responding to the established dining precinct and its tenancy commitments.
2. Landscape Quality	<i>1. Engage a landscape professional to work collaboratively on the design.</i> <i>2. Provide landscape plans and details on plant palette and hardscapes.</i> <i>3. Include landscape in planters that can double as causal seating areas.</i>	Landscape architecture firm KDLA have been formally engaged and have worked collaboratively on the landscape design response. The proposal includes a fully integrated landscape concept with planting palettes and hardscape details with seating.
3. Built Form and Scale	<i>1. Provide plans, sections and elevations of the building work, including details on changes to the shopfronts.</i> <i>2. Ensure column locations don't restrict pedestrian flow.</i>	The proposal remains focused on public realm upgrades within the existing built form and arrangement of the Cale Street dining precinct. Plans, sections and elevations are included in the application to describe the extent of works and confirm columns do not compromise pedestrian movement.
4. Functionality and Build Quality	<i>1. Provide plans, sections and elevations of the proposed works.</i> <i>2. Confirm servicing and waste management arrangements.</i> <i>3. Clarify that reduced parking numbers still satisfy the needs of the centre.</i> <i>4. Review the landscape interface with the footpath to ensure landscape is optimised without compromising pedestrian movement or seating opportunities.</i>	The walkway relocation and direct tenancy to alfresco relationship have been progressed in the detailed design and are reflected in the development plans provided. Pre-existing servicing and waste management arrangements are not proposed to change.



Design Principle	DRP Meeting 1 Recommendations	Applicant Response
	5. Consider retaining some parallel car bays for pick-up/ drop-off. 6. Show realistic seating densities in the al-fresco areas and consider after-hours management.	Landscaping has been optimised whilst providing for safe pedestrian movement and designated seating opportunities. No parking bays have been retained for pick up and drop off as this was consider likely to compromise the intended development outcome noting that existing on street parking remains available further north on Cale Street. A Traffic Technical Note has been prepared by Transcore and notes that the proposed reduction in car bays will not have an impact on the overall parking supply for the centre.
5. Sustainability	1. Provide a succinct sustainability strategy highlighting sustainability benefits and commitments noting the comments provided.	Sustainability has been addressed through material durability, lifecycle considerations and reuse opportunities. Bicycle parking is retained and upgraded. The potential for solar carports is noted but falls outside the current project scope.
6. Amenity	1. Ensure a high level of pedestrian amenity through the provision of shade and shelter via landscape and structures. 2. Provide for mitigation of low-level western glare. 3. Consider other incidental amenity elements.	Pedestrian shade and comfort have been strengthened through the integrated landscape and shading strategy documented in the application. Glare mitigation and incidental amenity elements have been addressed where practical and maintainable using existing structures.
7. Legibility	1. Provide more clarity around the signage intent. 2. Review the potential to include a new stair to the parking deck. 3. Provide a pedestrian network plan that clarifies the appropriateness of crossing points.	The proposal supports pedestrian connectivity by clarifying movement routes and crossing points as depicted on the provided plans. The potential for stairs to the parking deck stair was previously investigated and found to be constrained. Legibility has instead been improved through wayfinding, lighting and landscape measures, with two designated pedestrian



Design Principle	DRP Meeting 1 Recommendations	Applicant Response
		crossing points bisecting the proposed landscaped areas.
8. Safety	1. Provide more details on lighting 2. Ensure planting provides an effective barrier between pedestrians and moving traffic without unduly obscuring the footpath from the rest of the street. 3. Review the effectiveness of wheel stops and consider other means of protecting pedestrians in the upper level car park. 4. Consider how the landscape at the street edge can be safely maintained.	Lighting principles have been documented with specialist input, and the landscape response provides buffering and serviceability while maintaining visibility at crossings and key interfaces. Pedestrian protection in the level 1 car park has been addressed through robust edge treatments appropriate to the environment. Wheel stops are considered to be an appropriate safety treatment and have been retained.
9. Community	1. Review the need for, and effectiveness of, the play area - either ensure it is better integrated or consider an alternative use. 2. If retained, develop a play experience that is more specific to place.	The play element has been refined and better integrated into the precinct through incidental play within the landscape design. Publicly accessible areas have been designed to public realm expectations for comfort, accessibility and safety.
10. Aesthetics	1. Provide elevations and renders. 2. Develop a holistic signage strategy that includes a on signage DNA (and exclude A-frames).	Elevations and key sections are included in the application plan package. Renders were not considered necessary in order to adequately depict the proposal. Indicative signage locations have been shown on elevations.

Planning Assessment

Metropolitan Region Scheme

The subject site is zoned 'Central City Area' under the Metropolitan Region Scheme (MRS) and is adjacent to and accessed from Great Eastern Highway which is reserved under the MRS as a 'Primary Regional Road'.

The subject site is located within a Clause 28 resolution area under the MRS due to the proximity to Great Eastern Highway. Development approval is therefore required under both the MRS and the City's Local Planning Scheme No. 17 (LPS17).

However, it is understood that the power to determine applications of this nature under Clause 28 of MRS has been delegated to the City, subject to the referral requirements set out in the Western Australian Planning Commission (WAPC) Notice of Delegation (DEL2025/04).



State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia across all levels of planning and development. SPP 7.0 establishes ten Design Principles that provide a consistent framework to guide the design, review and decision-making process for planning proposals.

The proposal was presented to the City's DRP on 24 March 2026 and a detailed response to the panel's comments has been provided in Table 2 above.

An assessment of the proposal against the ten Design Principles is provided below:

1. **Context and character** – The proposal reinforces and improves the existing character of the Cale Street dining precinct and responds to the surrounding mix of restaurants and the Midland Junction Arts Centre. It will promote a more cohesive sense of place along the western edge of the centre through improved safety, walkability and amenity.
2. **Landscape quality** – New streetside landscaping replaces on-street parking bays, increasing soft landscaping along Cale Street and introducing greening that integrates with existing vegetation and a new nature play area to encourage customers to linger and enjoy the enhanced amenity.
3. **Built form and scale** – No major changes to existing built form are proposed. The key project works are confined to the public realm and external dining/landscape areas adjoining the existing tenancies.
4. **Functionality and build quality** – The upgraded pedestrian strip, alfresco dining seating and associated public realm elements will improve the functionality of the precinct for customers, tenants and pedestrians, while utilising robust materials suited to a retail and dining environment.
5. **Sustainability** – Replacing hardstand parking with landscaped areas contributes to a reduction in the urban heat island effect, supports stormwater infiltration and encourages active transport to the precinct.
6. **Amenity** – Targeted landscaping, seating, lighting and shade elements will materially improve the comfort and amenity of the precinct for diners, pedestrians and adjoining tenancies.
7. **Legibility** – The proposal enhances the legibility of the dining precinct as a distinct destination within the shopping centre area, with clearer pedestrian connections across Cale Street, between the tenancies, the shopping centre entry and surrounding uses.
8. **Safety** – Increased dining activation and improved lighting will increase foot traffic and enhance passive surveillance of the Cale Street frontage of the centre.
9. **Community** – The proposal will support enhanced social interaction and community use of the precinct by providing upgraded alfresco dining and seating areas, reinforcing the Cale Street dining precinct as a community gathering space within the Midland Activity Centre.
10. **Aesthetics** – The coordinated landscaping, paving, seating and signage treatments will deliver a high quality and cohesive aesthetic outcome that elevates the presentation of the Cale Street dining precinct frontage.

The proposal is therefore considered to be consistent with the Design Principles of SPP 7.0.



Local Planning Scheme No. 17

The subject site is zoned Midland Strategic Regional Centre under the City's Local Planning Scheme No. 17 (LPS17) with a residential density code of RAC-0. The proposed signage component of the development can be defined under LPS17 as 'Advertisements' meaning:

'means any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, in the nature of, and employed wholly or partly for the purposes of, advertisement, announcement or direction, and includes any hoarding or similar structure used, or adapted for use, for the display of advertisements. The term includes any airborne device anchored to any land or building and any vehicle or trailer or other similar object placed or located so as to serve the purpose of advertising.'

Schedule 5 – Exempt Development of LPS17 provides exemptions for 'Advertisements' within all zones being:

Where the advertisement is not located within a Heritage Area and is not on a lot that contains a place on the Heritage List and meets at least one of the following criteria:

- is erected for no more than 6 months in any 12 month period during the construction of a building and/or sale of a property and advertises the sale, lease or rent of the land/building or provides the construction company details and is located on the lot for sale or where construction is taking place, and does not exceed 3sqm in area;*
- is inside a building and cannot be seen outside the building;*
- is a portable sign with a surface area of not more than 1.0sqm per each side, with a maximum of one portable sign for each lot;*
- any sign approved under a local law.*

Or:

Where the advertisement is located within a Heritage Area or on a lot that contains a place on the Heritage List and is the only advertisement on the lot and meets at least one of the following criteria:

- is erected for no more than 6 months in any 12 month period during the construction of a building and/or sale of a property and advertises the sale, lease or rent of the land/building or provides the construction company details and is located on the lot for sale or where construction is taking place, and does not exceed 3sqm in area;*
- is inside a building and cannot be seen outside the building;*
- any sign approved under a local law.*

As per the above, all internal wayfinding and tenancy signage located within the shopping centre is understood to be exempt from requiring development approval.

Schedule 5 of LPS17 also provides exemptions for 'Advertisements' specifically within the Midland Strategic Regional Centre zone being:

Where the advertisement is not a pylon sign and is not located within a Heritage Area and is not on a lot that contains a place on the Heritage List and meets all of the following criteria:

- Is flush mounted or painted on the wall of a building at a height of no greater than 5m above ground level;*
- The combined area of all such advertisements on the lot does not exceed 10m²;*
- The sign predominantly displays the name or nature of the business existing on site;*



Where the advertisement is a portable sign with a surface area not more than 1.5m² per each side and is not located within a Heritage Area and is not on a lot that contains a place on the Heritage List.

It is understood that the combined area of the proposed external signage on the lot will exceed 10m², therefore a development application will be required to obtain approval for the proposed external signage.

Midland Activity Centre Structure Plan 2017 (the Structure Plan)

The subject site is located within the Midland Activity Centre Structure Plan 2017 (Structure Plan) project area. Whilst the Structure Plan does not prescribe specific development standards or requirements for signage or alfresco works, Section 2.4.4 identifies a movement and pedestrian framework that places emphasis on connected pedestrian routes and ease of movement throughout the centre. In this regard, Cale Street is identified as a 'Pedestrian Desire Line', serving as a key pedestrian route linking major transport nodes, including Midland Station and large-scale public and private car parking areas, with commercial and retail activity within the activity centre.

The proposed Cale Street dining precinct ambience works and wayfinding signage have the potential to positively reinforce the identified pedestrian desire line consistent with the intent of the Structure Plan.

Local Planning Policy POL-C-070 Advertising Signs within the Commercial and Industrial Zones (LPP70)

Signage within the City is regulated by Local Planning Policy POL-C-070 Advertising signs within the Commercial and Industrial Zones (LPP70), which establishes development controls and seeks to ensure that advertising signs contribute to well-signed and visually coherent commercial and industrial precincts.

The proposal includes indicative tenancy signage locations on the elevations for the new tenancy fit-outs along the Cale Street dining precinct.

An assessment of the proposed signage against the relevant provisions of LPP70 is provided in Table 3 below:

Table 3: Local Planning Policy POL-C-070 Advertising signs within the Commercial and Industrial Zones Assessment

LPP70 Provision	Response	Compliance
Objective		
<i>Through the effective control of advertising signs, contribute towards the development of well signed commercial and industrial precincts.</i>	The proposed signage will be designed to contribute to a cohesive and well-signed commercial precinct, consistent with the established character of Midland Gate Shopping Centre. The signage will assist with wayfinding and identify the newly upgraded dining tenancies within the precinct.	
Policy Statement		
<i>3.1 Advertising signs shall not be approved on land other than on the land where the business being advertised operates from.</i>	All proposed signage will be located on the subject site.	Complies
<i>3.2 An unnecessary proliferation of signs shall be avoided. Where a number of signs may exist or are proposed, the applicant or</i>	The proposed signage only includes what is necessary to identify the dining precinct and individual tenancies. The proposed signage will be appropriate to the scale of the centre and its	Complies



LPP70 Provision	Response	Compliance
<i>landowner should be encouraged to rationalise the number and type of signs.</i> <i>In determining whether a proliferation of signs would exist if a sign were displayed on land, due regard shall be given to the number of pylon, free standing and fence signs that already exist on the land as well as the size of the area of the land or landholding relating to the sign and the length of frontage along a main road.</i>	extensive frontage to Cale Street. No unnecessary proliferation is proposed.	
3.3 Permanent advertising signs shall: - not be approved for display within any thoroughfare - neither along a particular road or at an intersection; and - shall be located entirely within the land where approved.	All proposed signage will be located entirely within the subject site and will not encroach into any thoroughfare.	Complies
3.4 Fence signs may be permitted only where other locations for advertising signs are not available.	No fence signs are proposed.	N/A
3.5 No sign shall be approved that would be displayed either upon the roof cladding or above the roof.	No signage is proposed on the roof cladding or above the roof.	N/A
3.6 No sign shall be approved that protrudes from a wall beyond one metre.	No signs will protrude more than one metre from a wall.	Complies
3.7 No sign shall be installed with an underside clearance that may be hazardous to or an unnecessary obstruction to any pedestrian.	All signage will be installed at appropriate heights to ensure safe and unobstructed pedestrian movement.	Complies
3.8 Any sign visible from a road shall be designed and installed in such a manner so as not to confuse or distract motorists or obstruct sight lines.	The proposed signage will be static and will not confuse or distract motorists. Signage will be positioned so as not to obstruct sight lines.	Complies
3.9 Moving advertising devices or advertising devices incorporating flashing or pulsating light shall not be approved.	No moving, flashing or pulsating signage will be proposed. Any illuminated signage will be static.	Complies



LPP70 Provision	Response	Compliance
<i>3.10 Portable signs may only be licensed for display within a thoroughfare where there are:</i> <i>no safety or obstruction problems;</i> <i>no pylon or free standing signs on the land;</i> <i>and there are significant obstacles preventing effective display of the portable sign on the land.</i>	No portable signage is proposed as part of this development application.	Complies
<i>3.11 Temporary soft material signs may be displayed to promote new businesses, special events, or promotions for a reasonable period. This may include decorative flags, banners and the like but shall not include bunting. Soft signs should not be placed within thoroughfares so as to cause a nuisance or be an obstruction.</i>	No temporary soft material signage is proposed as part of this development application.	Complies
<i>3.12 Signs may contain the following features:</i> <i>business logo</i> <i>street number;</i> <i>owners name and contact details;</i> <i>main services provided; and be clear and well maintained.</i>	The proposed signage will identify centre tenant business names/logos and the services provided. All signage will be clear, legible and maintained to a high standard.	Complies
<i>3.13 Ongoing inspections and enforcement shall be undertaken to ensure that advertising signage does not occur to the detriment of maintaining an attractive commercial and industrial area.</i>	All proposed and existing signage will be maintained in a good condition and in accordance with any approval notice.	Complies

Local Planning Policy POL-TP-129 Vehicle Parking Standards (LPP 129)

Local Planning Policy POL-TP-129 Vehicle Parking Standards (LPP129) has been prepared by the City to ensure adequate provision of vehicle parking throughout the City area. A parking assessment against LPP129 is generally not considered necessary for this proposal as it does not propose major changes to existing shopping centre car parking areas.

The proposal involves the removal of seven (7) on-street parallel parking bays along Cale Street to accommodate the proposed upgrades to the dining precinct and associated works. The proposal also includes the removal of one (1) level 1 car parking bay to accommodate the pedestrian access from the lift and two (2) new bays will be introduced in the same area.

The provision of car parking is not seen as a constraint to the approval of this development application given the overall provision of car parking at the centre.



Parking Requirement

The proposed tenancies (Wara Sushi, Yo-Chi, Zeus Street Greek and Nene Chicken) are fit-outs within existing approved food and beverage tenancies. As no new gross leasable area is being created, the proposal does not generate any additional parking demand beyond that which has already been approved and accounted for as part of the existing Midland Gate Shopping Centre.

Technical Traffic Note

The Technical Traffic Note, prepared by Transcore reviewed the parking and traffic impacts associated with the removal of the on-street bays and concluded that there are sufficient parking opportunities within the centre to accommodate the lost bays.

Existing Parking Provision

Notwithstanding the above, the existing car parking facilities across the whole Midland Gate Shopping Centre area are more than adequate to accommodate any parking demand associated with the proposed tenancies and the minor loss of any bays. The shopping centre comprises approximately 3,024 car parking spaces across at-grade, rooftop and multi-deck facilities.

Two comprehensive car parking assessments have been prepared by WGA for recent developments at Midland Gate Shopping Centre, both of which provide directly relevant evidence regarding parking capacity across the site:

1. Car Parking Survey Analysis (February 2025) – prepared in support of the Guzman Y Gomez development (DAP/24/02788, approved March 2025); and
2. Car Parking Occupancy and Demand Assessment (July 2025) – prepared in support of the 7-Eleven service station development (DAP/25/02963, approved December 2025).

Both studies were accepted by the DAP when determining these applications.

The key findings of the July 2025 assessment are summarised below:

- Midland Gate Shopping Centre comprises 3,024 car parking spaces across at-grade, rooftop and multi-deck facilities.
- The western multi-level car park has at least 220 spaces available at all times during peak periods.
- The southern multi-deck car park has at least 161 spaces available at all times during weekday and weekend periods.
- A minimum of 561 car parking spaces are always available within Midland Gate Shopping Centre over the course of a typical week.

The July 2025 assessment also factored in cumulative parking losses from the approved GYG development (net loss of 46 bays) and the proposed 7-Eleven development (net loss of 44 bays). Following this analysis, WGA concluded that a minimum of 443 vacant spaces would continue to be available during peak periods, and that any displaced parking demand could be readily accommodated within underutilised areas of the site.

Based on the above, the net loss of six (6) bays across the site will not have a detrimental impact on the overall parking supply across the site, with a surplus of parking remaining available on site.

Refer to Appendix D – Traffic Technical Note



Conclusion

This application seeks approval for alterations and additions to the existing Midland Gate Shopping Centre, including upgrades to the Cale Street dining precinct, new tenancy fit-outs and associated signage. The upgrades will greatly improve the Cale Street environment and levels of amenity for centre patrons. Increased levels of activity and vibrancy on Cales Street will improve casual surveillance and safety in a key strategic location in the Midland Strategic Regional Centre.

The proposal is consistent with the strategic intent of the Midland Activity Centre Structure Plan, which identifies Cale Street as a key pedestrian desire line linking major transport nodes with commercial and retail activity. The proposed works to Cale Street and the level 1 parking area will positively reinforce this pedestrian connection and contribute to the vibrancy of the Midland Strategic Regional Centre.

As demonstrated above, the proposal is consistent with the relevant requirements of the City's LPS17 and applicable local planning policies.

Should you have any queries or require clarification on the above matter, please do not hesitate to contact Emily Greenwood or the undersigned on 0404 074 631.

Regards,

SLR Consulting Australia Pty Ltd

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Technical Director

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