



Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 11 February 2025; 9:30am
Meeting Number: MODAP/62
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MODAP/62 – 11 February 2025 – City of Wanneroo – City of Cockburn](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – CITY OF WANNEROO

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 3128 (1K) Expedition Drive, Clarkson – Proposed Neighbourhood Centre – DAP/24/02758
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF COCKBURN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
 - 4.1 9043, 9053 and 305 Whadjuk Drive, Hammond Park – Hammond Park Neighbourhood Centre – DAP/23/02556
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

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

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation



ATTENDANCE

DAP Members

Clayton Higham (Presiding Member)
Karen Hyde (Deputy Presiding Member)
Agata Cabanek (Specialist Member)

Part B – City of Wanneroo

Cr Bronwyn Smith (Local Government DAP Member, City of Wanneroo)
Cr Jacqui Huntley (Local Government DAP Member, City of Wanneroo)

Part C – City of Cockburn

Cr Tom Widenbar (Local Government DAP Member, City of Cockburn)
Cr Tarun Dewan (Local Government DAP Member, City of Cockburn)

Minute Secretary

Claire Ortlepp (DAP Secretariat)

Officers in Attendance

Ashlee Kelly (DAP Secretariat)



PART A – INTRODUCTION

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PART B – CITY OF WANNEROO

1. Declarations of Due Consideration

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3. Form 1 DAP Applications

- 3.1 Lot 3128 (1K) Expedition Drive, Clarkson – Proposed Neighbourhood Centre – DAP/24/02758

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

**Part B – Item 3.1 – LOT 3128 (1K) EXPEDITION DRIVE,
CLARKSON – PROPOSED NEIGHBOURHOOD CENTRE**

**Form 1 – Responsible Authority Report
(Regulation 12)**

DAP Name:	Metro Outer DAP
Local Government Area:	City of Wanneroo
Applicant:	Matthew Cain
Owner:	Planning Solutions
Value of Development:	\$14 million
Responsible Authority:	City of Wanneroo
Authorising Officer:	Aaron Jones
LG Reference:	DA2024/1194
DAP File No:	DAP/24/02758
Application Received Date:	26 August 2024
Report Due Date:	31 January 2025
Application Statutory Process Timeframe:	90 Days with an agreed 71 day extension
Attachment(s):	<ol style="list-style-type: none"> 1. Development Plans 2. Location Plan 3. Advertising Map 4. Summary of Submissions 5. DPLH Traffic Referral Comments 6. Transport Impact Assessment 7. Design Review Panel Meeting Minutes 8. Design Review Panel 1 Plans 9. Single DRP member comments 10. Drainage Swale Technical Note 11. Traffic Technical Note 12. Acoustic Report 13. Stantec response to Acoustic Report modifications 14. DWER Acoustic Report Comments 15. Waste Management Plan

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Approve** DAP Application reference DAP/24/02758 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Wanneroo District Planning Scheme No. 2, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. The approved uses must conform to the District Planning Scheme No. 2 definition. The following uses are approved:

Tenancy	Approved Use
1 – 4	Fast Food Outlet
5 – 8	Shop
9	Fast Food Outlet
10 – 11	Shop
12	Veterinary Centre
13	Medical Centre
14	Recreation – Private (Gym)
15	Restaurant/Café
Childcare	Child Care Premises
Supermarket	Shop
Fast Food 1 & 2	Fast Food Outlet

A change of use from that outlined above may require further development approval of the City.

3. A maximum of **90 Children and 10 Staff** are permitted within the **Child Care Premises** at any one time.
4. The hours of operation of the **Child Care Premises** is restricted to between the hours of **7:00am to 7:00pm Monday to Friday**.
5. No more than **three (3)** veterinary surgeons or veterinarians may practice within the **Veterinary Centre** at any one time.
6. No more than **five (5)** practitioners or medical professionals may practice within the **Medical Centre** at any one time.
7. A maximum of **42 persons** are permitted within the **Recreation – Private (Gym)** at any one time.
8. A maximum of **35 persons** are permitted within the **Restaurant/Café** at any one time.

9. All signage is to be contained entirely within the allotment.
10. Parking areas, driveways and points of ingress and egress must be designed and constructed in accordance with the Australian Standard for Offstreet Carparking (AS 2890) and must be drained, sealed, marked and maintained to the satisfaction of the City prior to occupation of the development.
11. Pedestrian Pram Ramps or Kerb Ramps are to be provided along all footpaths and widths to be provided to access to all parts of the development through the carpark to comply with AS 2890.1:2004.
12. The parking areas and associated access indicated on the approved plans must not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.
13. Staff car parking spaces for the **Child Care Premises** must be marked and clearly signposted as dedicated for staff use only, to the satisfaction of the City.
14. Detailed landscaping plans for the subject site which include specifications for the planter boxes, a plant legend which includes botanical and common names and plant quantities, and confirmation of mulch details, must be lodged for approval by the City prior to lodging a building permit. Planting and installation must be in accordance with the approved landscaping and reticulation plans and completed prior to occupation of the development and maintained thereafter, to the satisfaction of the City.
15. Detailed civil engineering drawings and specifications for proposed works within the road reserve for the modification to the median, must be lodged for approval to the City prior to commencement of construction works. Construction works are to be undertaken in accordance with the approved development application, engineering drawings and specifications to the satisfaction of the City.
16. An onsite stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) must be provided. Plans illustrating the system proposed must be submitted for approval when application is made for a building permit and the system must be installed during the construction of the development.
17. A revised Acoustic Report from a suitability qualified acoustic (noise) consultant must be provided prior to the submission of a building permit, approved by the City and development undertaken with the recommendations and findings of the report, to the satisfaction of the City.

The revised report must include, but not be limited to the following:

- a) Noise generated from car doors;
- b) Noise emissions from delivery trucks and queuing vehicles for the Fast Food Outlets;
- c) Noise modelling for front truck mounted refrigeration units;
- d) Full capacity modelling for the Child Care Premises; and
- e) Noise generated from all tenancies within the development.

Recommended works must be completed prior to the commencement of the use.

18. Lighting must be installed along all driveways, pedestrian pathways, car parking areas and in all common service areas prior to the development first being occupied, in accordance with the relevant standard (AS 1158.1.2.2010), to the satisfaction of the City.
19. All storage areas, external fixtures and building plant, including air conditioning units and water tanks must be located so as to minimise any visual and noise impact on surrounding landowners and be screened from view from streets, public places and adjacent properties to the satisfaction of the City.
20. This development must operate in accordance with the Waste Management Plan (Ref **wmp01c**) prepared by **Transcore** dated **July 2024**.
21. A minimum of 50% transparent glazing is to be provided along all tenancies abutting Kuranda Drive at all times, unless further development approval is granted by the City to ensure the development maintains an interactive façade to the street.
22. Any graffiti applied to the external surfaces of the building shall be removed within seven (7) days of it being applied, to the satisfaction of the City of Wanneroo.
23. A Construction Management Plan shall be submitted for approval when an application is made for a building permit. This plan is to detail how construction will be managed to minimise disruption in the area and to adjoining landowners. The plan must address the following:
 - a) The delivery of and delivery times for materials and equipment to the site;
 - b) Storage of materials and the location and types of equipment on site;
 - c) Parking arrangements for contractors and sub-contractors;
 - d) The impact on traffic movement;
 - e) Construction times;
 - f) The relocation of public footpaths;
 - g) Measures to minimise impacts of noise and sand drift and dust from the site;
 - h) Tree protection zones to be established for trees identified to be retained in the approved landscaping plan (including any verge trees) where applicable;
 - i) The relocation/disruption of any public transport infrastructure; and
 - j) Any other matter required by the City.

The construction management plan is to be submitted to and approved by the City prior to the commencement of any development.

Advice Notes

1. The owner/applicant is to submit the "Certification of Compliance with Development Approval Conditions" form certifying that all of the conditions specified in the approval by the Council for the development of the land have been completed in accordance with the approved plans, and the certification is to be lodged with the Council within 14 days from the date of practical completion, and applies to all of the conditions, except for those conditions relating to on-going compliance.

2. In relation to condition 15, the landscaping plan is to detail plant species which will provide, at minimum, a 1-metre high buffer screening parking areas from view of the street.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone	Urban
Local Planning Scheme	District Planning Scheme
Local Planning Scheme Zone	Urban Development
Structure Plan	Agreed Structure Plan No.79 – Tamala Park
Structure Plan - Land Use Designation	Commercial
Use Class and permissibility:	Shop – Permitted ‘P’ Use Medical Centre – Permitted ‘P’ Use Veterinary Centre – Discretionary ‘D’ Use Fast Food Outlet – Discretionary ‘D’ Use Child Care Premises – Discretionary ‘D’ Use Restaurant/Café – Permitted ‘P’ Use Recreation – Private – Discretionary ‘D’ Use
Lot Size:	1.9850 hectares
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application proposes multiple uses across the site, which is identified as a Neighbourhood Centre under Agreed Structure Plan No.79 – Tamala Park (ASP 79). The proposed development incorporates a centrally located main building which includes a 1,400m² supermarket and other retail tenancies. A loading and services dock is located on the northern side of the building and includes a 4.8-metre high screen and landscaping. The central building includes amenities for staff and customers, an office space and storage areas.

To the eastern boundary, abutting Kuranda Drive, a plaza and entry point has been proposed which includes the following uses:

- Childcare Centre catering for 90 children and 10 staff;
- Restaurant/Café;
- Gym;
- Medical Centre; and
- Veterinary Centre.

Awnings have been proposed to Kuranda Drive and protrude slightly over the lot boundary to the footpath as well as covering internal pedestrian accessways.

The development also includes two Fast Food Outlets located on the southern side of the lot and four pylon signs of varying sizes. Vehicular access to the site is via Expedition Drive which allows for full movement with the modification of the existing median strip and two access points from Dandenong Parade.

The development plans for consideration are included as **Attachment 1**.

Background:

The development site is identified within ASP 79 as a Neighbourhood Centre and is subject to Local Development Plan No.10 – Tamala Park (LDP 10). LDP 10 provides a building footprint for the development site amongst other requirements and was required under ASP 79 to guide development on site. ASP 79 prescribes a retail net lettable area (NLA) cap for the site of 3,300m² with two smaller centres identified within the ASP area.

The subject site is bound on all sides by public roads, with Connolly Drive to the west, which is a Category 1 Other Regional Road, Dangenong Parade to the north, Kuranda Drive to the east and Expedition Drive to the south, which is the main entry to the estate. More broadly, the site is located within the Catalina Green estate which is generally residential vacant land and is bound by Neerabup Road to its north and the Mitchell Freeway to the east.

A location plan is included as **Attachment 2**.

Legislation and Policy:

Legislation

Metropolitan Region Scheme
District Planning Scheme No.2

State Government Policies

State Planning Policy 7.0 – Design of the Built Environment
State Planning Policy 4.2 – Activity Centres
WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel
WAPC Planning Bulletin No.72/2009 – Child Care Centres

Structure Plans/Local Development Plans

Tamala Park Agreed Structure Plan No.79
Local Development Plan No.19 – Tamala Park

Local Policies

Local Planning Policy 2.3 – Child Care Centres
Local Planning Policy 4.23 – Design Review Panel
Local Planning Policy 4.6 – Advertising Signs

Consultation:

Public Consultation

The application was advertised for a period of 14 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, commencing on 3 October 2024 and concluding on 18 October 2024. Advertising was undertaken by way of letter to surrounding landowners/occupiers within approximately 200 metres of the subject site, a sign being erected on site, a notice being placed in the local newspaper and all development plans and supporting documentation being made available on the City's website.

A map of the properties which were directly advertised to is included as **Attachment 3**.

Following completion of the advertising period a total of 26 submissions were received, including four submissions received after the closure of advertising. 10 submissions supported the proposal, 15 objected and 1 provided comments without forming a position. The key concerns raised by submitters were:

- Oversaturation of land uses within the area;
- Proximity of Liquor Store to the Childcare Centre;
- Noise;
- Odour; and
- Parking and traffic.

A summary of submissions received and Administration's response is included as **Attachment 4**. The main concerns and considerations raised during the advertising period are discussed in further detail in the planning assessment section below. The Liquor Store has been removed from the development proposal and as such the concerns raised regarding that use have been addressed.

Referrals/consultation with Government/Service Agencies

The application was referred to the Department of Planning, Lands and Heritage (DPLH) as a result of the subject site directly abutting Connolly Drive, to its west. Connolly Drive is identified as a Category 1 Other Regional Road and as such, referral to the DPLH is required in accordance with the Western Australian Planning Commission resolutions and instruments of delegation (DEL 2022/03).

The DPLH advised it had no objections to the proposal, subject to some modifications to the Transport Impact Assessment (TIA). The DPLH referral comments are included in full as **Attachment 5** and the TIA is included as **Attachment 6**.

The DPLH noted that within table 2 of the TIA it shows that the Fast-Food land use will generate 0 trips during the AM weekday peak hour with 141 trips during the Saturday AM peak. Additional information by the applicant notes that as a tenant is yet to be finalised for the Fast Food Outlets operating times are yet to be confirmed with some operators opening after the AM peak hour. Notwithstanding this, Transcore has advised that the Fast Food Outlets will generate 84 trips during the AM weekday peak hour, and is expected to have an insignificant impact on the surrounding road network. The SIDRA analysis undertaken also indicates that the existing roundabout

intersection with Conolly Drive will accommodate 2034 traffic projections to a satisfactory level.

Furthermore, ASP 79 modelling was undertaken at its inception, which accounted for 4,000m² of retail floor space and a further 3,500m² of other commercial development, as well as 27,000m² of mixed use commercial development and 15,700m² of business floor space. The amount of mixed use and business zoned land now present within the ASP is significantly lower than what was originally accounted for and the overall retail floor space within the ASP does not exceed the predicted 4,000m². Based on this, it is expected that the surrounding road network will not be impacted significantly by the proposed development.

Design Review Panel Advice

The application was presented to the City's Design Review Panel (DRP) prior to lodgement. The meeting took place on 23 May 2024. A copy of the meeting minutes is included as **Attachment 7**. The key issues raised by the DRP are:

- Consideration of an alternative masterplan to achieve an enhanced public interface;
- The quantity and quality of soft landscaping and tree canopy provided including greater landscaping buffers to the lot boundaries;
- The interface of the Childcare Centre fencing to the street; and
- The proposed colour palette not being reflective of the locality.

The plans submitted for the DRP meeting as included as **Attachment 8** for reference.

The applicant addressed the majority of the points and issues raised by the DRP prior to lodgement of the application, as detailed below, however did not revise the masterplan. The current layout is entirely consistent with LDP 10 which has been previously approved by the City, prior to the development application. While the DRP comment is noted the layout of the centre is consistent with the adopted Local Development Plan for the site.

The interface and fencing of the Child Care Premises has been modified to include an open style fencing, and steps in from the lot boundary away from the street. This provides additional surveillance of the street and reduces the impact of the bulk of the solid fencing.

The colour palette has been updated to remove the dark colours previously proposed and instead incorporates lighter colours including greens which responds to the context of the Catalina Green estate in which the development is situated.

Upon receipt of the application, the proposal was referred to a single DRP member for comment, noting that a number of positive changes had been made in response to the original DRP meeting. The referral comments from the single panel member are included as **Attachment 9**. The key issues raised include:

- An increased landscaping strip to Connolly Drive and additional tree canopy;
- Consideration of tenancy guidelines to ensure surveillance and clear glazing to Kuranda Drive;
- Increased awning coverage to Kuranda Drive; and
- Additional skylights to enhance amenity.

Landscaping and tree canopy

The applicant has responded to the DRP comments by providing increased landscaping over the site with 7.2% of the site now being landscaped and this increase to 10.4%, when including the outdoor play area of the Childcare Centre. In addition, the original landscaping strip to the western boundary has been increased in width to 2.4-metres. Whilst not achieving the required minimum 3-metre width under DPS 2 it is noted that there is a significant landscaped verge which the area abuts. As such, the 0.6-metre variation does not impact on the quality of the streetscape as a result. Details of species and quantities has not been provided, and the requirement under LDP 10 for the parking areas to be screened by vegetation has not been demonstrated. It is recommended that a condition be imposed requiring a detailed landscaping plan to be provided prior to the submission of a building permit.

The applicant provided an additional four trees within the site, resulting in a total of 52 trees overall, a shortfall of 20 trees. There is opportunity within the site for additional planting to reduce the shortfall and to provide greater tree canopy within the site. As such, an increased number of shade trees are to be provided within the detailed landscaping plan.

Tenancy guidelines

LDP 10 includes provisions to encourage street activation through glazed facades and pedestrian entries from Kuranda Drive. Pedestrian entries are provided from Kuranda Drive for most tenancies, however the uses proposed are not uses which would typically provide active street frontages. The proposed uses are a Medical Centre, Veterinary Centre, Gym and Child Care Premises. These uses require a level of privacy and would typically result in obscured glazing and signage to the façade, obscuring any visual relationship to the street. Internal floor plans were requested for these tenancies to demonstrate how street activity will be achieved. The applicant advised that this level of detail is unknown at this stage and did not provide any detail of the internal use of these tenancies. A condition is recommended, which limits the extent of obscured glazing along the Kuranda Drive frontage street to ensure activation is achieved by the future tenants.

Awning Coverage and skylights

The awning the Kuranda Drive has been increased to provide additional cover, especially around entries and overhang the street to provide increased pedestrian amenity and weather protection. The number of skylights within the central complex has been increased to help provide additional natural light within the building. The DRP comments have now been addressed either via amended plans, or through conditions to a satisfactory extent.

Planning Assessment:

An assessment of the proposal has been undertaken against the relevant provisions of the City's District Planning Scheme No.2 (DPS 2) and State and Local Planning Policies, as detailed in the Legislation and Policy section of this report. The following matters have been identified as key considerations in the determination of the application:

- Parking;
- Traffic;
- Access;
- Range of land uses;
- Noise; and
- Odour and Waste.

Parking

Tenancy	Parking rate	Bays required
1 – 4, 9 & Fast Food 1 & 2.	1 per 4 guests in indoor and outdoor seated areas plus 7 per 100m ² NLA for non-seated areas	40.33 (41)
5 – 8, 10, 11 & Supermarket	7 per 100m ² NLA	159.79 (160)
Child Care Premises	9 plus 1 per 8 children accommodated in excess of 54. Plus 1 per staff member.	24
Café	1 per 4 people accommodated or 1 per 5m ² seating area	8.75 (9)
Gym	1 per 4 people accommodated	10.5 (11)
Medical Centre	5 per practitioner plus 7 per 100m ² of pharmacy	25
Vet	5 per practitioner	15
	Total bays required	285

The development proposes a total of 223 parking bays, which includes five electric vehicle charging bays and 11 universal access bays. There are also a further 18 on-street parking bays surrounding the site. A parking shortfall of 62 bays is proposed based on the DPS 2 parking standards under Schedule 11. The TIA by the applicant, asserts that at the peak demand period on a Friday and Saturday afternoon there would be a surplus of 24 parking bays within the site.

The WAPC's Planning Manual for Non-residential Car Parking Rates in Perth published on 18 November 2024, provides policy guidance on parking standards within local and neighbourhood centres. The manual estimates a range from 119 bays to 245 bays may be suitable for the subject proposal. The 223 bays is within this range and is closer to the higher end. The site will service local residents, noting the Clarkson Activity Centre (Ocean Keys Shopping Centre) located to the northwest, it is likely residents will walk to the centre, reducing demand for parking bays on site. Given the DPS 2 requires 285 bays and 223 bays are proposed, which is supported by the WAPC's Planning Manual for Non-residential Car Parking Rates in Perth and by the TIA, the parking shortfall is supported.

Traffic

The TIA concludes that the traffic volumes will not increase beyond the relevant thresholds. Further analysis indicates that traffic volumes at the Connolly Drive and Expedition Drive roundabout will not exceed the capacity within a 10-year projection.

The TIA has been reviewed by the City's Traffic Services and are supportive of its findings.

Access

The site provides three vehicular access points, with two from the north via Dandenong Parade and one from the south, via Expedition Drive. Expedition Drive has an existing central median, separating the two lanes of traffic. To enable full movement access to the subject site, the median strip is required to be modified which currently functions as a drainage swale for the surrounding road reserves. A technical memorandum has been provided by the applicant which details how the swale can be modified to ensure the drainage capacity is not impacted. This is included as **Attachment 10**. The City's Engineering and Traffic services has reviewed the swale modification and supports the access arrangement and modification to the median.

The works within the verge are required to be undertaken in accordance with the City's standards. Engineering drawings are required to be submitted and approved for the works prior to commencement of works. Administration recommends a condition is imposed requiring this to be provided prior to a building permit being submitted.

The northwest crossover via Dandenong Parade is located within close proximity to Connolly Drive with concerns being raised during the consultation period surrounding insufficient queuing distances to enter the site. A technical note has been provided which details that there is sufficient sightlines and queuing distances to enter the site via this crossover. The technical note is included as **Attachment 11**. Furthermore, this was considered under LDP 10. The City's Traffic Services has reviewed the technical note and is supportive of its findings.

Range of land uses

A number of submissions raised concerns over the proximity of existing land uses within the locality including the Ocean Keys Shopping Centre, which forms part of the activity centre to the northwest of the site. The subject site is identified within ASP 79 as a neighbourhood centre with a retail net lettable area (NLA) cap of 3,300m². The development proposes a retail NLA of 3,142m² which is under the NLA cap and the proposed uses are all capable to approval within the zone. There are no concerns with the range of proposed uses.

Noise

An Acoustic Report has been provided and is included as **Attachment 12**. The report concludes that the predicted noise levels generated from the site will comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* subject to a number of measures being implemented.

The City's Health services referred the report to the Department of Water and Environmental Regulation's (DWER) Environmental Noise department. DWER raised numerous concerns with the proposal and requested that an updated acoustic report be provided to demonstrate compliance. Stantec provided a response to the matters raised which is included as **Attachment 13**. Stantec's comments do not adequately address the matters raised by the City and DWER, with further comment on this being provided by DWER, included as **Attachment 14**.

The following aspects have not been addressed by the acoustic report:

- Noise generated from car doors;
- Noise emissions from delivery trucks and queuing vehicles for the Fast Food Outlets;
- Noise modelling for front truck mounted refrigeration units;
- Full capacity modelling for the Child Care Premises; and
- Noise modelling and impacts generated by all tenancies.

As the development is surrounded on three sides by existing and future residential development, the omission of the above aspects raises concerns over compliance with the *Environmental Noise Protection (Noise) Regulations 1997*. The report only specifies the expected noise generated by certain tenancies and mechanical equipment but does not specify noise generated by all tenancies. As operating hours have not been proposed for the majority of uses, the acoustic report is required to assess and confirm that acoustic levels will be compliant with the relevant regulations at all times, or if not, specify the operating times or measures to be implemented to ensure compliance. The proposed gym and café will be directly adjacent to residential lots and as such should be assessed for compliance, noting the noise levels generated could be impactful.

As such, Administration recommends a condition is imposed requiring an updated acoustic report be provided, detailing compliance with the relevant noise regulations and addressing the above points, to the satisfaction of the City, prior to the submission of a building permit.

Odour and Waste

Concerns were raised regarding waste generated by the development and the impact odour will have on surrounding residents. A Waste Management Plan (WMP) has been provided and is included as **Attachment 15**. The WMP details how waste will be managed and collected to ensure that the odour impacts are mitigated. The waste stores are located internally and are vermin proof to reduce any potential negative impacts caused by waste generated on site. Administration recommends a condition requiring the development to operate in accordance with the WMP. Odour generated by the Fast Food Outlets, which is minimal, is managed with internal exhausts as well as being separated from residential lots by Expedition Drive.

Waste generated by the public is managed with bins to be located within the centre. Littering is not a planning consideration.

Conclusion:

The proposed Catalina Neighbourhood Centre comprises a range of uses across 19 tenancies and includes storage areas, a loading dock and amenities. The development is largely compliant with the relevant legislation and planning requirements of DPS 2, Local and State Planning Policies.

The development has not yet detailed full compliance with the required acoustic requirements, with specific aspects not being addressed as detailed in the report. A revised acoustic assessment is therefore required to ensure that the proposed development will not adversely impact the locality, specifically residential properties.

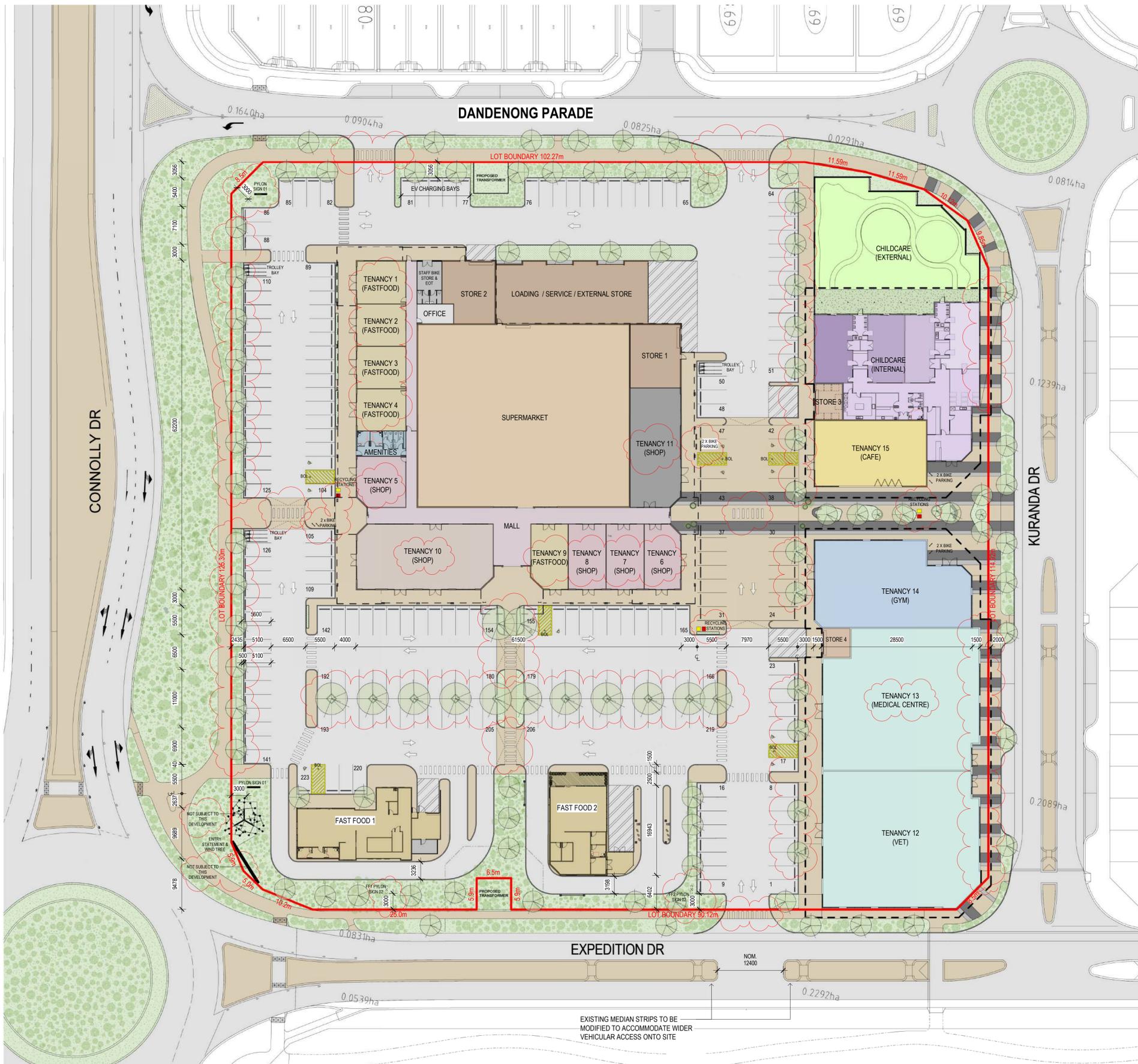
The application is supported by a Waste Management Plan, Traffic Impact Assessment, Traffic Technical Note and an Engineering Technical Note. The development will require works to be undertaken within the verge to the existing median to ensure full movement access is provided. The extent of glazing to Kuranda Drive can be suitably addressed by conditions of approval. It is therefore recommended that the proposed development be approved, subject to conditions.



DRAWING LIST:

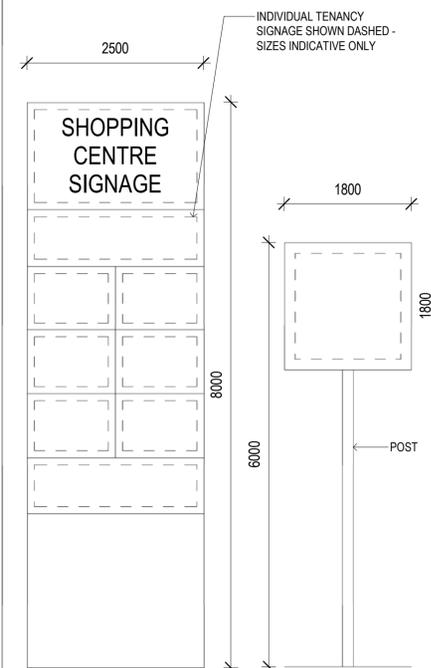
DRAWING NO.	DRAWING NAME	DRAWING NO.	DRAWING NAME	DRAWING NO.	DRAWING NAME
SK000	COVER PAGE	SK103	SUPERMARKET & TENANCIES 1-11 ELEVATIONS (SHEET 2)	SK204	TENANCIES 12-15 & CHILDCARE CENTRE - NORTH & SOUTH ELEVATIONS
SK001	SITE PLAN	SK104	SUPERMARKET & TENANCIES 1-11 SECTION	SK205	TENANCIES 12-15 & CHILDCARE CENTRE SECTION
SK002	SITE ROOF PLAN	SK201	TENANCIES 12-15 & CHILDCARE CENTRE FLOOR PLAN	SK301	FAST FOOD TENANCY 1 FLOOR PLAN & ELEVATIONS
SK101	SUPERMARKET & TENANCIES 1-11 FLOOR PLAN	SK202	TENANCIES 12-15 & CHILDCARE CENTRE - EAST ELEVATIONS	SK302	FAST FOOD TENANCY 2 FLOOR PLAN & ELEVATIONS
SK102	SUPERMARKET & TENANCIES 1-11 ELEVATIONS (SHEET 1)	SK203	TENANCIES 12-15 & CHILDCARE CENTRE - WEST ELEVATIONS		

A		ISSUE FOR DA	WHC	NP	29.07.2024
revision/ issue	description		drawn by	check by	date
project	description		drawn	WHC	COVER PAGE
CATALINA PLAZA DEVELOPMENT			checked	NP	
LOT 3128, EXPEDITION DRIVE, TAMALA PARK			scale	date	29.07.2024
Hodge Collard Preston ARCHITECTS <small>Third Floor, 38 Richardson Street, West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 5140 Email: admin@hpcparoh.com</small>			project no	183.21	dwg no SK000 rev A



ACCOMMODATION SCHEDULE	
PROPOSED TENANT	AREA
FAST FOOD 1	266 m ²
FAST FOOD 2 - ALFRESCO	202 m ²
TENANCY 1	27 m ²
TENANCY 2	78 m ²
TENANCY 3	27 m ²
TENANCY 4	76 m ²
TENANCY 5	76 m ²
TENANCY 6	91 m ²
TENANCY 7	86 m ²
TENANCY 8	90 m ²
TENANCY 9	89 m ²
TENANCY 10	87 m ²
TENANCY 11	321 m ²
TENANCY 12	220 m ²
TENANCY 13 - MEDICAL CENTRE	759 m ²
TENANCY 14	771 m ²
TENANCY 15	457 m ²
SUPERMARKET	270 m ²
LOADING / SERVICE / EXTERNAL STORE	1400 m ²
CHILD CARE - OUTDOOR PLAY AREA	332 m ²
MANAGEMENT OFFICE	678 m ²
STORE 1	650 m ²
STORE 2	25 m ²
STORE 3	118 m ²
STORE 4	114 m ²
	36 m ²
	31 m ²

SITE INFORMATION:	
TOTAL LOT / SITE AREA:	19,850 m ²
DEVELOPMENT SUMMARY	
• SUPERMARKET (ANCHOR TENANCY)	1,400 m ²
• RETAIL & FAST-FOOD TENANCIES	2,512 m ²
• CHILDCARE CENTRE	674 m ²
• MEDICAL TENANCIES	1,530 m ²
• ANCILLARY SPACES	1,061 m ²
TOTAL:	7,177 m ²
NUMBER OF PROPOSED CAR BAYS:	223
- 207 OFF STANDARD CAR BAYS	
- 5 OFF EV CHARGING BAYS	
- 11 OFF UNIVERSALLY ACCESSIBLE CAR BAYS	
NUMBER OF PROPOSED PUBLIC BIKE PARKING:	14
NUMBER OF PROPOSED SECURED STAFF BIKE PARKING:	10



NOTE: ALL TENANCY AREAS IN SCHEDULE ABOVE ARE MEASURED TO THE CENTRE LINE OF INTERTENANCY WALLS (WHERE APPLICABLE) AND THE OUTERMOST FACE OF THE PERIMETER WALLS OF EACH TENANCY.



NOTE: REFER TO SITE PLAN FOR PYLON SIGNS LOCATION

1 SITE PLAN
1:400



F	COUNCIL RFI 1	JR	NP	11.27.2024
E	ISSUE FOR DA	WHC	NP	29.07.2024
D	POST DRP - ISSUE FOR COORDINATION	WHC	NP	01.07.2024
C	ISSUE FOR DISCUSSION	WHC	NP	26.06.2024
revision/ issue	description	drawn by	check by	date
project	CATALINA PLAZA DEVELOPMENT	drawn	WHC	SITE PLAN
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	checked	NP	
scale	As indicated	date	11.27.2024	
project no	183.21	dwg no	SK001	
rev	F			

Hodge Collard Preston
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DANDENONG PARADE

CONNOLLY DRIVE

KURANDA DRIVE

EXPEDITION DRIVE

ROOF COLOR -
COLORBOND SURFMIST

INDICATIVE
LOCATION FOR
MECHANICAL
EQUIPMENT

INDICATIVE
LOCATION FOR
MECHANICAL
EQUIPMENT

ROOF COLOR -
COLORBOND SURFMIST

ROOF LIGHTS
(SOLATUBE OR
SIMILAR)

INDICATIVE
LOCATION FOR
MECHANICAL
EQUIPMENT

ROOF COLOR -
COLORBOND SURFMIST

ROOF COLOR -
COLORBOND SURFMIST

ROOF COLOR -
COLORBOND SURFMIST

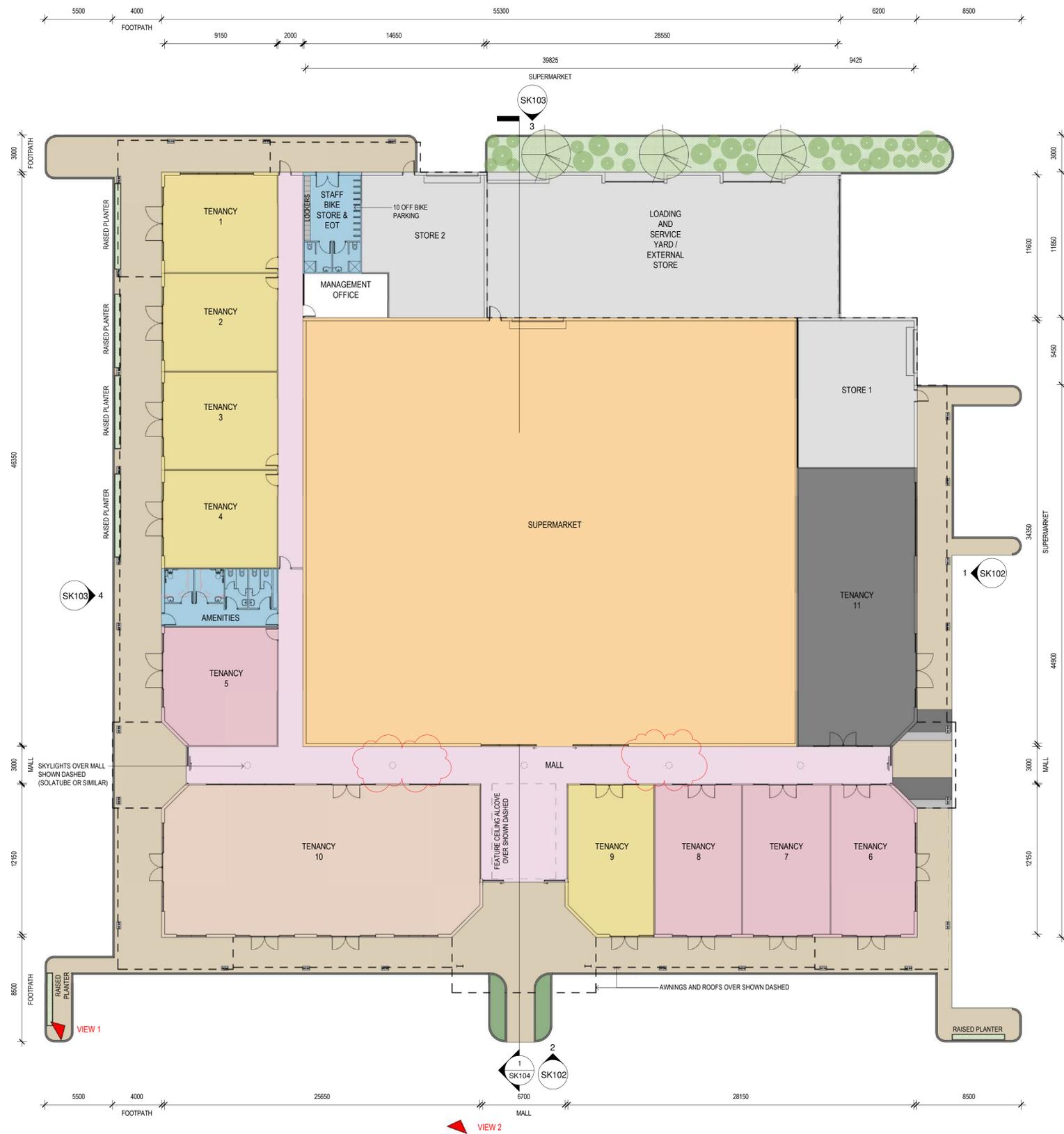
1 SITE ROOF PLAN
1:400



E	COUNCIL RFI 1	JR	NP	11.27.2024
D	ISSUE FOR DA	WHC	NP	29.07.2024
C	ISSUE FOR COORDINATION	WHC	NP	02.07.2024
B	ISSUE FOR INFORMATION	WHC	NP	07.06.2024
revision/ issue	description	drawn by	check by	date
project	CATALINA PLAZA DEVELOPMENT	drawn	description	
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	WHC	SITE ROOF PLAN	
scale	1:400	checked	NP	
date	11.27.2024	project no	183.21	dwg no SK002
		rev	E	

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1 SUPERMARKET & TENANCIES 1-11 FLOOR PLAN
1:200



D	COUNCIL RFI 1	JR	NP	27.11.2024
C	ISSUE FOR DA	WHC	NP	29.07.2024
B	ISSUE FOR DRP	WHC	NP	09.05.2024
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.2024
revision/ issue	description	drawn by	check by	date
project	description	drawn	checked	date
	CATALINA PLAZA DEVELOPMENT	WHC	NP	27.11.2024
location	description	checked	checked	date
	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	NP	NP	27.11.2024
scale	1:200	project no	183.21	dwg no SK101
		rev	D	

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1 EAST ELEVATION
1:100



2 SOUTH ELEVATION
1:100



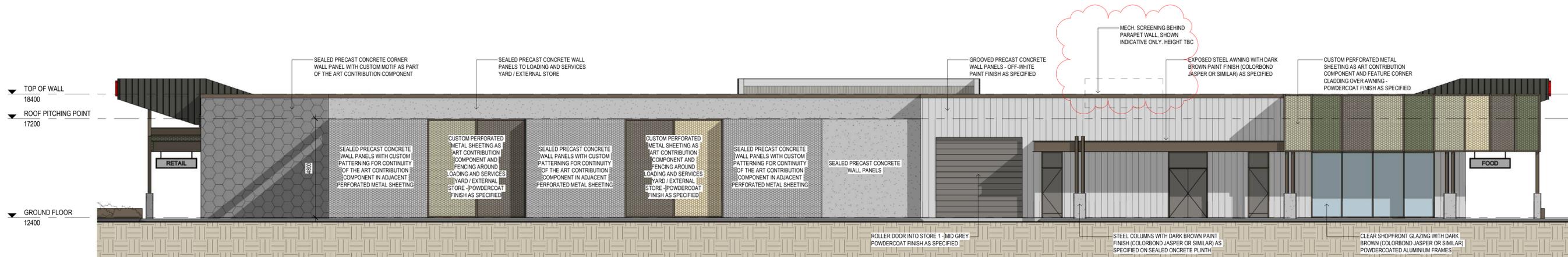
COLOURS & MATERIALS

AN URBAN COMMERCIAL MATERIAL PALETTE WITH COLOURS INSPIRED BY AUSTRALIAN LANDSCAPE IS PROPOSED WITH CONNECTIONS TO RESIDENTIAL SURROUNDINGS AS A POINT OF DIFFERENCE AND A NOD TO THE HISTORICAL FUNCTION OF TAMALA PARK AS A RECYCLING CENTRE.

D	COUNCIL RFI 1	JR	NP	27.11.2024
C	ISSUE FOR DA	WHC	NP	29.07.2024
B	ISSUE FOR DRP	WHC	NP	09.05.2024
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.2024
revision/ issue	description	drawn by	check by	date
project	CATALINA PLAZA DEVELOPMENT	drawn	description	
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	Author	SUPERMARKET & TENANCIES	
checked		Checker	1-11 ELEVATIONS	
scale	1:100	date	27.11.2024	
project no	183.21	dwg no	SK102	
rev	D			

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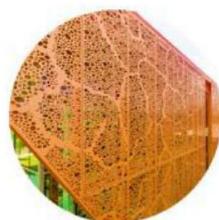
3 NORTH ELEVATION

1:100



4 WEST ELEVATION

1:100



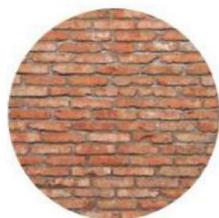
Custom Perforated Metal Cladding (Art Contribution Component)



Dark Gray Powder-coated Glazing Frames



Profiled Metal Cladding (Colorbond Dune)



Reclaimed Red Brick Facings



Profiled Metal Cladding (Colorbond WALLABY)



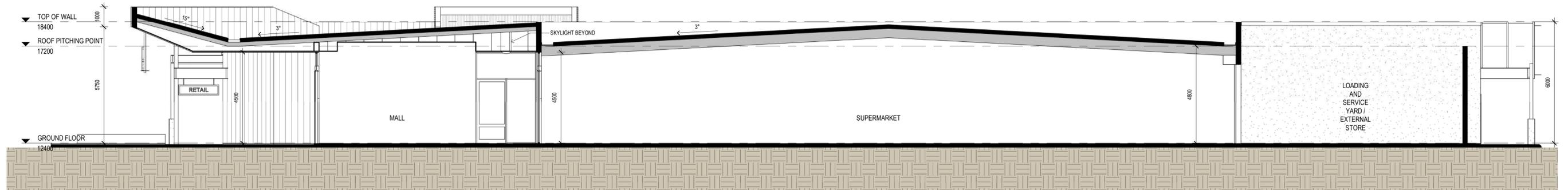
Grooved Precast Concrete



D	COUNCIL RFI 1	JR	NP	27.11.2024
C	ISSUE FOR DA	WHC	NP	29.07.2024
B	ISSUE FOR DRP	WHC	NP	09.05.2024
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.2024
revision/ issue	description	drawn by	check by	date
project	description	drawn by	check by	date
	CATALINA PLAZA DEVELOPMENT	WHC	NP	27.11.2024
location	SUPERMARKET & TENANCIES	checked	NP	1-11 ELEVATIONS
	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	scale	As indicated	183.21
		date	27.11.2024	project no
		scale	As indicated	183.21
		date	27.11.2024	dwg no
		project no	183.21	SK103
		rev	D	

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1 Section 1
1:100

revision/ issue	description	drawn by	check by	date
A	ISSUE FOR DA	WHC	NP	29.07.2024
project	CATALINA PLAZA DEVELOPMENT	drawn by	check by	description
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	WHC	NP	SUPERMARKET & TENANCIES
checked		NP		1-11 SECTION 1
scale	1:100	date	29.07.2024	project no
				183.21
				dwg no
				SK104
				rev
				A

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VIEW 1



VIEW 2



VIEW 3



VIEW 4



1 TENANCIES 12-14 FLOOR PLAN
1:200



2 TENANCY 15 & CHILDCARE CENTRE FLOOR PLAN
1:200



D	COUNCIL RFI 1	JR	NP	27.11.2024
C	ISSUE FOR DA	WHC	NP	29.07.2024
B	ISSUE FOR DRP	WHC	NP	09.05.2024
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.2024
revision/ issue	description	drawn by	check by	date
project	CATALINA PLAZA DEVELOPMENT	drawn by	description	
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	checked	NP	
scale	1:200	date	27.11.2024	
project no	183.21	dwg no	SK201	
rev	D			

Hodge Collard Preston
ARCHITECTS

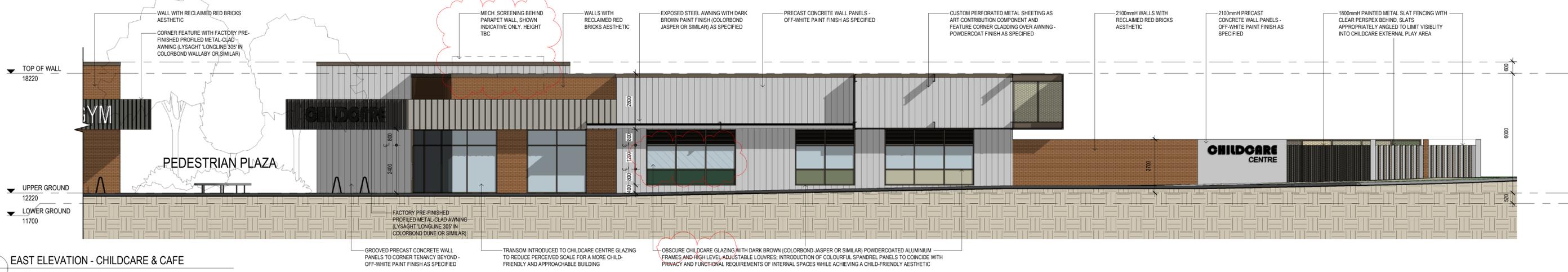
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1 EAST ELEVATION - OVERALL
1 : 200



1a EAST ELEVATION - GYM, ALLIED HEALTH & VET
1 : 100



1b EAST ELEVATION - CHILDCARE & CAFE
1 : 100



COLOURS & MATERIALS

AN URBAN COMMERCIAL MATERIAL PALETTE WITH COLOURS INSPIRED BY AUSTRALIAN LANDSCAPE IS PROPOSED WITH CONNECTIONS TO RESIDENTIAL SURROUNDINGS AS A POINT OF DIFFERENCE AND A NOD TO THE HISTORICAL FUNCTION OF TAMALA PARK AS A RECYCLING CENTRE.

D	COUNCIL RFI 1	JR	NP	27.11.2024
C	ISSUE FOR DA	WHC	NP	29.07.2024
B	ISSUE FOR DRP	WHC	NP	09.05.2024
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.2024
revision/ issue	description	drawn by	check by	date
project	CATALINA PLAZA DEVELOPMENT	rt	description	
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	checked	TENANCIES 12-15 & CHILDCARE CENTRE - EAST ELEVATIONS	
scale	As indicated	date	27.11.2024	project no
		183.21		dwg no
				SK202
				rev
				D

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2 WEST ELEVATION - OVERALL
1:200



2a WEST ELEVATION - CHILDCARE & CAFE
1:100



2b WEST ELEVATION - GYM, ALLIED HEALTH & VET
1:100



Custom Perforated Metal Cladding (Art Contribution Component)



Dark Gray Powder-coated Glazing Frames



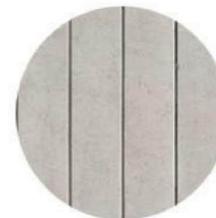
Profiled Metal Cladding (Colorbond Dune)



Reclaimed Red Brick Facings



Profiled Metal Cladding (Colorbond WALLABY)



Grooved Precast Concrete

D	COUNCIL RFI 1	JR	NP	27.11.2024
C	ISSUE FOR DA	WHC	NP	29.07.2024
B	ISSUE FOR DRP	WHC	NP	09.05.2024
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.2024
revision/ issue	description	drawn by	check by	date
project	description	Author	TENANCIES 12-15 & CHILDCARE CENTRE - WEST ELEVATIONS	
location	checked	Checker	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	
scale	date	As indicated	project no	dwg no
	27.11.2024		183.21	SK203
				rev D

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3 NORTH ELEVATION - CHILDCARE & CAFE

1:100



4 SOUTH ELEVATION - CHILDCARE & CAFE

1:100



5 NORTH ELEVATION - GYM, ALLIED HEALTH & VET

1:100



6 SOUTH ELEVATION - GYM, ALLIED HEALTH & VET

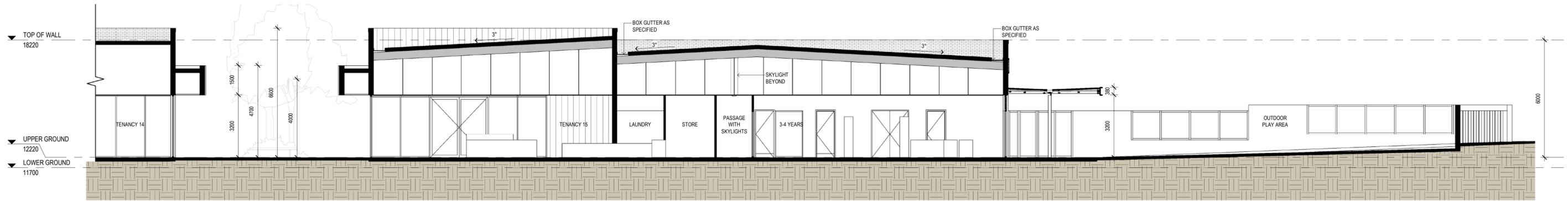
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D	COUNCIL RFI 1	JR	NP	27.11.2024
C	ISSUE FOR DA	WHC	NP	29.07.2024
B	ISSUE FOR DRP	WHC	NP	09.05.2024
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.2024
revision/issue	description	drawn by	check by	date
project	CATALINA PLAZA DEVELOPMENT	drawn	description	
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	WHC	TENANCIES 12-15 & CHILDCARE CENTRE - NORTH AND SOUTH ELEVATIONS	
scale	1:100	checked	NP	
date	27.11.2024	project no	183.21	dwg no SK204
		rev	D	

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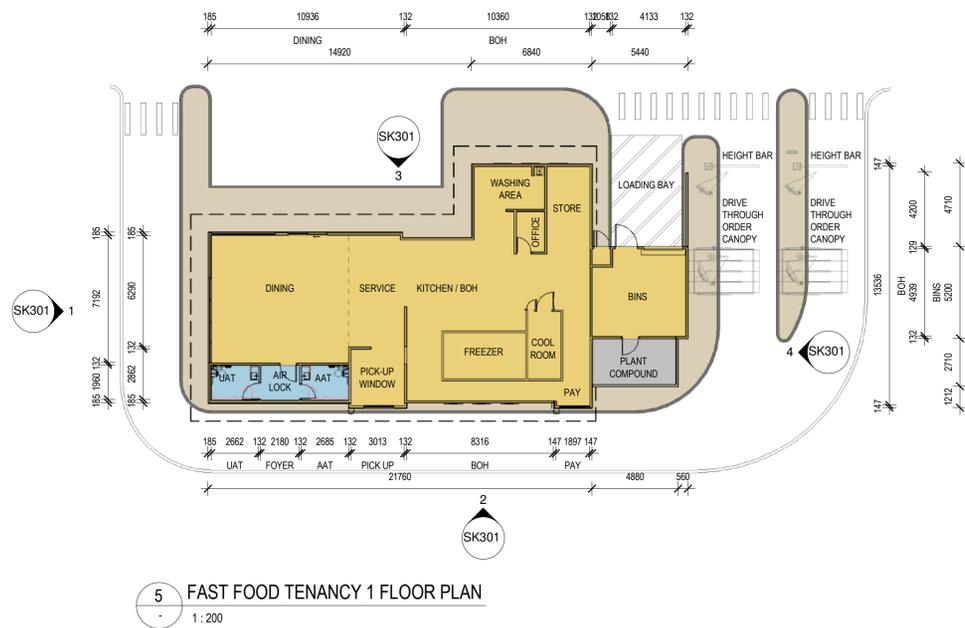
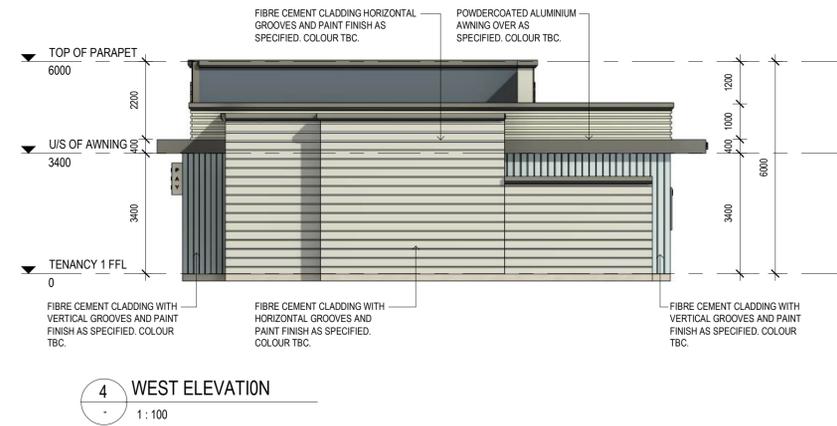
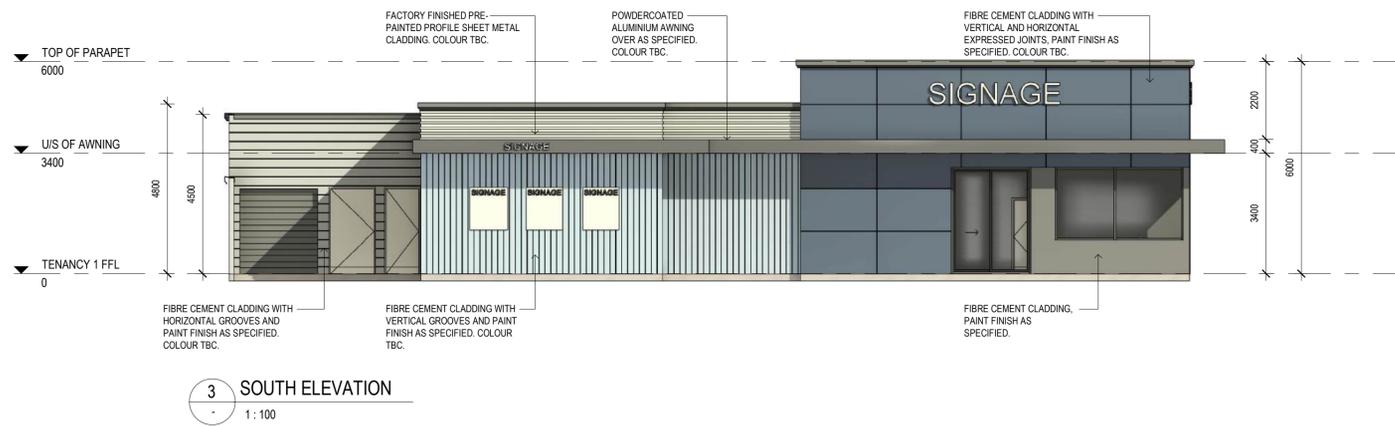
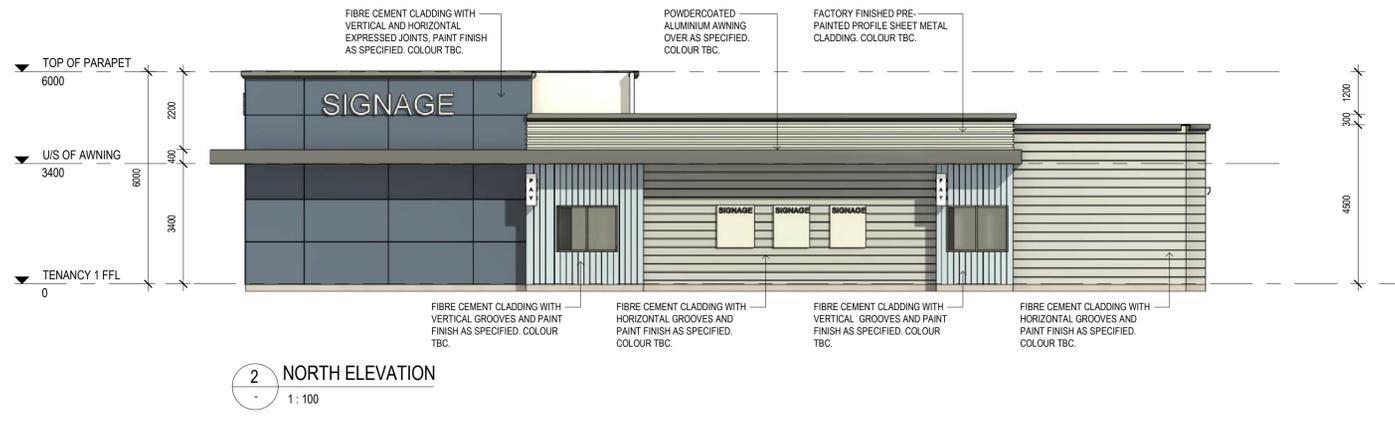


1 Section 1
1:100

revision/ issue	description	drawn by	check by	date
A	ISSUE FOR DA	WHC	NP	29.07.2024
project	description	drawn by	check by	date
CATALINA PLAZA DEVELOPMENT	TENANCIES 12-15 & CHILDCARE CENTRE - SECTION	WHC	NP	29.07.2024
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	checked	NP	
scale	1:100	project no	183.21	dwg no SK205
		rev	A	

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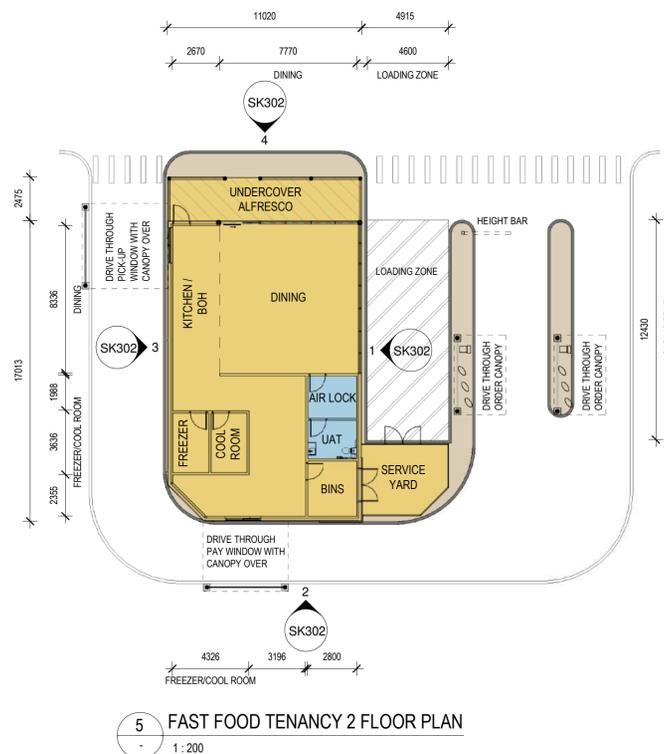
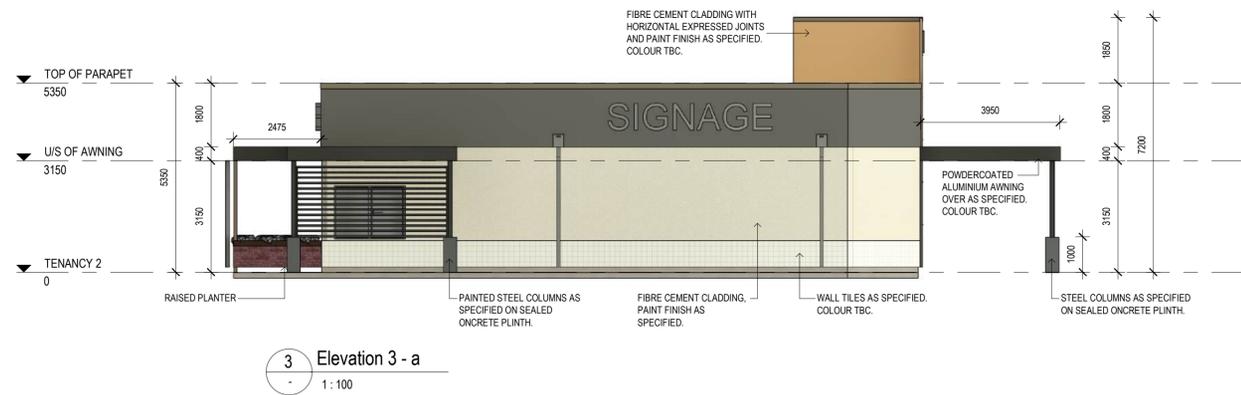
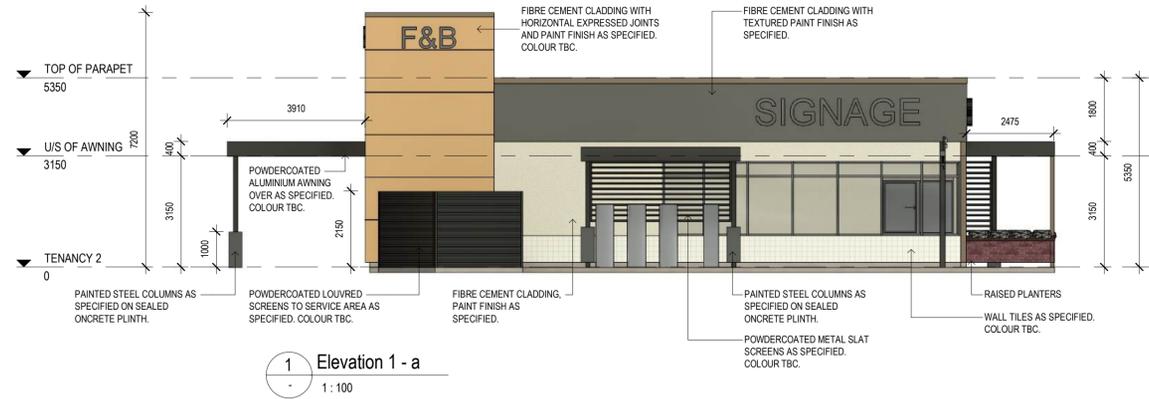
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Email: admin@hcoparoh.com



revision/ issue	description	drawn by	check by	date
B	FLOOR PLAN ADDED - ISSUE FOR DA	WHC	NP	22.08.2024
A	ISSUE FOR DA	WHC	NP	29.07.2024
project	CATALINA PLAZA DEVELOPMENT			
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK			
drawn	SI	description	FAST FOOD TENANCY 1 - FLOOR PLAN & ELEVATIONS	
checked	WC	scale	date	22.08.2024
As indicated	project no	183.21	dwg no	SK301
	rev			B

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revision/ issue	description	drawn by	check by	date
B	FLOOR PLAN ADDED - ISSUE FOR DA	WHC	NP	22.08.2024
A	ISSUE FOR DA	WHC	NP	29.07.2024
project	CATALINA PLAZA DEVELOPMENT	drawn by	check by	date
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	SI	NP	22.08.2024
checked	WC	scale	As indicated	project no
		183.21		dwg no
				rev
				B

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Advertising Map

- Development site
- Advertised sites

Date: 19/09/2024

Printed by Jones, Aaron

Scale = 1:6241



CITY OF WANNEROO
DA2024/1194 DAP - Neighbourhood Centre
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING

(Advertising Closed 18 October)

<i>Position</i>	<i>Number of submitters</i>
<i>Support</i>	10
<i>Comment</i>	1
<i>Object</i>	15
Total	26

No.	Summary of Submission	Administration Comment	Recommendation
1.	Health		
1	Impact on children's health due to the proximity to busy main roads.	The location of Child Care Premises should be well serviced by transport links and as such being located near main roads is encouraged. The impact that vehicles cause on health is not a valid planning consideration.	No modification required.
3	Food options should be healthy.	Food options are not a valid planning consideration and cannot dictate the type of food being produced.	No modification required.
1	Social issues including domestic violence resulting from the liquor store.	Not a valid planning consideration. The liquor store is no longer proposed as part of the development.	No modification required.
2.	Noise and Odour		
3	Impact that odour will have on surrounding residents.	As detailed in the body of the report a Waste Management Plan has been provided which details how waste is to be managed to reduce odour impacts. Waste is to be stored within the internal stores which further reduces the impact of odour.	Condition to be imposed for Waste Management Plan to be implemented.
1	Environmental impact caused by fumes, odour and pollution.	Not a relevant planning consideration. Odour will be managed in accordance with the Waste Management Plan.	Condition to be imposed for Waste Management Plan to be implemented.

No.	Summary of Submission	Administration Comment	Recommendation
1	Impacts caused from the location of the loading dock including odour from waste.	As detailed in the body of the report a Waste Management Plan has been provided which details how waste is to be managed to reduce odour impacts. Waste is to be stored within the internal stores which further reduces the impact of odour.	Condition to be imposed for Waste Management Plan to be implemented.
4	Land uses will attract noise and rubbish.	As detailed in the body of the report noise is mostly addressed by the acoustic report provided, however a revised acoustic report is required to ensure all land uses comply with the Environmental Protection (Noise) Regulations 1997.	Condition to be imposed for a revised acoustic report.
2	Rubbish generated from land uses	Rubbish will be managed in accordance with the Waste Management Plan. Littering is a criminal offence and is not a valid planning consideration.	Condition to be imposed for Waste Management Plan to be implemented.
1	Impact on residents listening to music which isn't suitable for those using the Childcare Centre.	Music played by residents is also required to comply with the relevant noise regulations. The proposed use is permissible within the zone and as such is capable of approval.	No modification required.
3.	Land Uses and Net Lettable Area		
6	Great addition to the area and caters well to all age groups.	Noted.	No modification required.
1	Already childcare centre in locality	The use is capable of approval within the zone. It is noted that there is another centre within 200-metres of the site. The development will service future residential land within the locality within a new estate and as such demand for services like this are highly likely.	No modification required.
3	Proximity of the Childcare Centre to the Liquor Store.	The liquor store is no longer proposed as part of the development.	No modification required.
3	There should be other uses instead of those proposed.	All of the uses proposed are capable of approval within the zone. The City cannot refuse an application based on other uses being more suitable.	No modification required.
8	Oversaturation of land uses within the area.	The site is identified within the ASP 79 as a Neighbourhood Centre to service the locality.	No modification required.

No.	Summary of Submission	Administration Comment	Recommendation
2	As most of the surrounding land is unsold it is not fair that this will impact future residents.	This is not a valid planning consideration. All current landowners have been advertised to for comment in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .	No modification required.
2	Proposed NLA exceeds the NLA cap of the structure plan.	As detailed in the body of the report, the NLA does not exceed the 3,300m ² cap detailed in ASP 79.	No modification required.
	Fast Food outlets are not a permitted use under the zone.	Fast Food Outlets are a discretionary use within the Commercial zone.	No modification required.
4.	Traffic and Parking		
3	Increased traffic in the area	As detailed in the body of the report and the Traffic Impact Assessment the level of traffic generated from the development aligns with that predicted to be generated by a Neighbourhood Centre.	No modification required.
1	Insufficient queuing space for vehicles	As detailed in the body of the report, and the traffic technical note, there is sufficient space for queuing vehicles and this complies with the relevant Australian standards.	No modification required.
2	Parking shortfall on site	As detailed in the body of the report, the parking shortfall is supported. This is supported by the Traffic Impact Assessment and the WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel.	No modification required.
1	Location of crossover and how this will impact access to properties. Residential crossovers will be obstructed and privacy impacted.	The crossovers are located in accordance with the approved Local Development Plan No.10. Residential crossovers are located on the opposite side of the road to the commercial site and will not obstruct them.	No modification required.
1	Trucks mounting the verge as a result of no traffic islands.	The Traffic Impact Assessment details swept path movements for service vehicles which would not mount the verge during access or egress from the site.	No modification required.
5.	Miscellaneous		
1	Support local businesses not fast food outlets	Noted. Operators of land uses is not a valid planning consideration.	No modification required.
1	Negative impacts on property values.	Not a valid planning consideration.	No modification

No.	Summary of Submission	Administration Comment	Recommendation
2	Adds value to the area.	Noted.	No modification required.



Department of **Planning,
Lands and Heritage**

City of Wanneroo
Locked Bag 1
Wanneroo WA 6946

Your ref: DA2024/1194

Our ref: DP/09/0014

Enquiries: Thivya P Amalan (Ph: 6551 9694)

4 October 2024

Attention: Aaron Jones

Dear Aaron,

Re: Lot 3128 (1K) Expedition Drive, Clarkson

Further to your correspondence dated 11 September 2024, the following transport comments are provided. This proposal seeks approval for the development of a Neighbourhood Centre comprising a supermarket, specialised retail and commercial tenancies, two fast food (drive through) tenancies and associated landscaping and parking. The site is contained within the area defined by the Tamala Park Local Structure Plan (Reference: SPN/0103).

Land Requirements

The site abuts Connolly Drive which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and Category 1 (control of access) per WAPC Plan No. 694/6. The site is not affected by the ORR reservation.

Access

Three vehicular access points are proposed: Dandenong Parade (two separate access points) and Expedition Drive, all being full movement. No direct access is proposed to Connolly Drive. This is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new crossovers onto regional roads.

Transport Impact Assessment (TIA)

The TIA by Transcore (July 2024) has estimated a generation of approximately 446 vph, 473 vph and 528 vph during AM weekday, Saturday PM and weekday PM peak hours respectively. A cross-trade adjustment has been calculated to result in a moderate overall reduction in trip generation of approximately 20% (in accordance with RTA NSW – Guide to Traffic Generating Developments) and consistent with the LDP TIA.

Recommendation

The Department of Planning, Lands and Heritage has no objection to the proposal in principle, however it is recommended that the following be addressed:

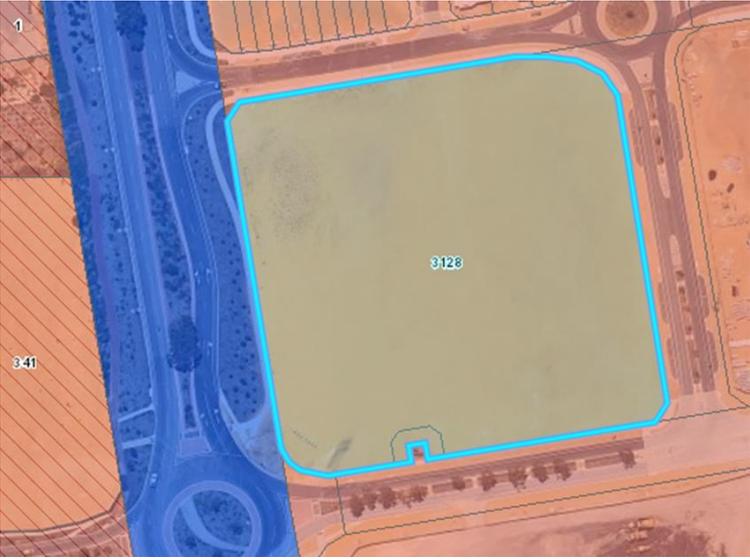
- ITE Trip Generation Manual (11th Edition) indicates that the development will generate approximately 742 vph, 654 vph and 660 vph during weekday AM, Saturday PM and weekday PM peaks respectively. Table 2 of the TIA shows that the fast-food land use will generate 0 trips during AM weekday peak hour periods with 141 trips during Saturday peak hour periods. It is recommended that trips generated by the fast-food land use be recalculated utilising the relevant trip generation methodology.
- It is recommended that detail be provided for any upgrades to Connolly Drive based on proposed trip generation (if required).

Thank you for your correspondence. Should you have any queries, please contact Thivya P Amalan on 6551 9694 or via email (thivya.amalan@dplh.wa.gov.au).

Regards,



Simon Luscombe
Principal Planning Officer
Strategy and Engagement



MRS Map



Engineering a better future for **over 20 years!**

Proposed Commercial Development

Lot 3128 Expedition Drive, Catalina
Estate

Transport Impact Assessment

PREPARED FOR:
Lightpoint Nominees Pty Ltd

July 2024

Document history and status

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1 Introduction

This Transport Impact Assessment (TIA) has been prepared by Transcore on behalf of Lightpoint Nominees Pty Ltd with regards to the proposed Commercial Development to be located at Lot 3128 Expedition Drive, Catalina Estate.

Transcore prepared a TIA in October 2022 for the proposed Local Development Plan (LDP) for the above site. The LDP has been approved recently (A copy of the endorsed LDP is provided in **Appendix A**) and a development site plan has been prepared for the subject site which is the subject of this TIA.

The subject site is located within the Catalina Estate which is located at the southwest corner of the Mitchell Freeway and Neerabup Road interchange as shown in **Figure 1**. This Figure also shows the location of the subject site within Catalina Estate.



Figure 1: Location of the subject site

The key issues that will be addressed in this report include the traffic generation of the proposed development, turn paths for service vehicles, capacity analysis of the development crossovers and nearby intersections on Connolly Drive in 2034.

2 Existing Situation

2.1 Existing Site Use

The subject land is currently vacant. Residential subdivision development has already well progressed to the west of Connolly Drive. To the east of Connolly Drive also the residential subdivision has started to the north of the subject site.

2.2 Surrounding Road Network and Traffic Management on Frontage Roads

The existing road network and its classification in accordance with Main Roads WA functional road hierarchy is illustrated in **Figure 3**.

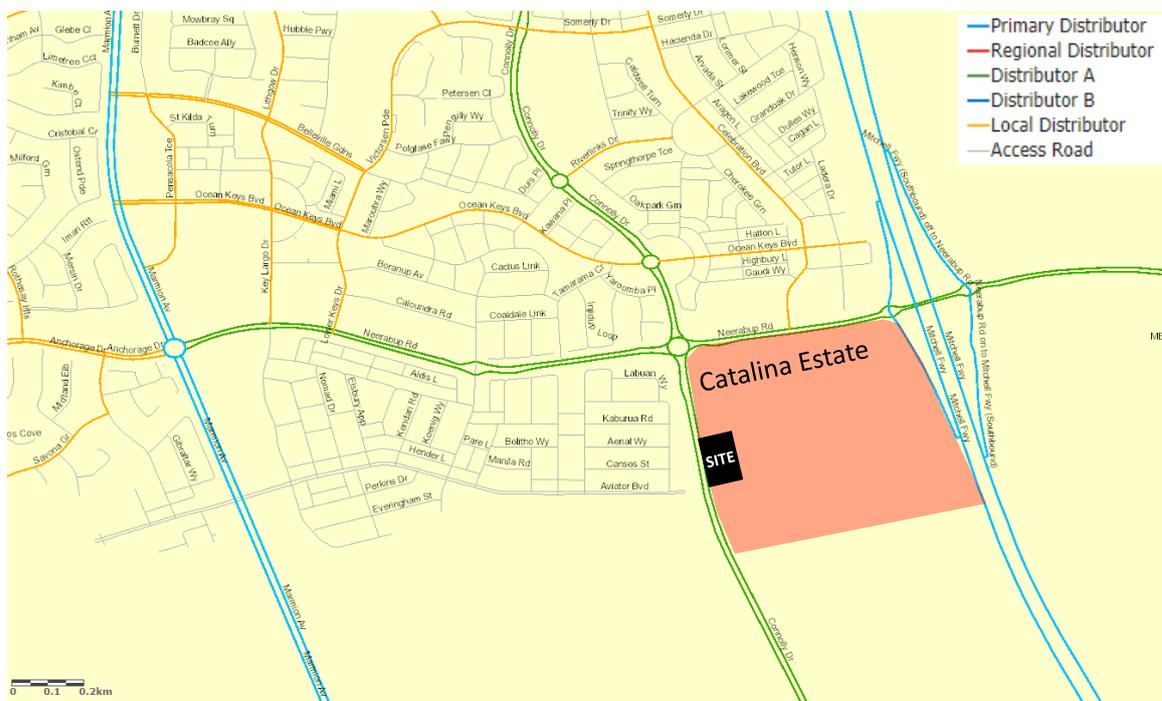


Figure 2: Existing road hierarchy

Neerabup Road is currently constructed to dual carriageway standard with a solid median (refer **Figure 4**). It has a posted speed limit of 70km/h. Neerabup Road is classified as a District Distributor A in the Main Roads WA functional road hierarchy.



Figure 3: Neerabup Road eastbound in the vicinity of the subject site

Connolly Drive is currently constructed to dual carriageway standard with a 4-8m solid median (refer **Figure 5**). It has a posted speed limit of 70km/h. Connolly Drive is classified as a District Distributor A in the Main Roads WA functional road hierarchy.



Figure 4: Connolly Drive looking south in the vicinity of the subject site

2.3 Existing Traffic Volumes on Roads

The latest available reported traffic counts on the surrounding roads have been sourced from Main Roads WA and presented in **Figure 6**.

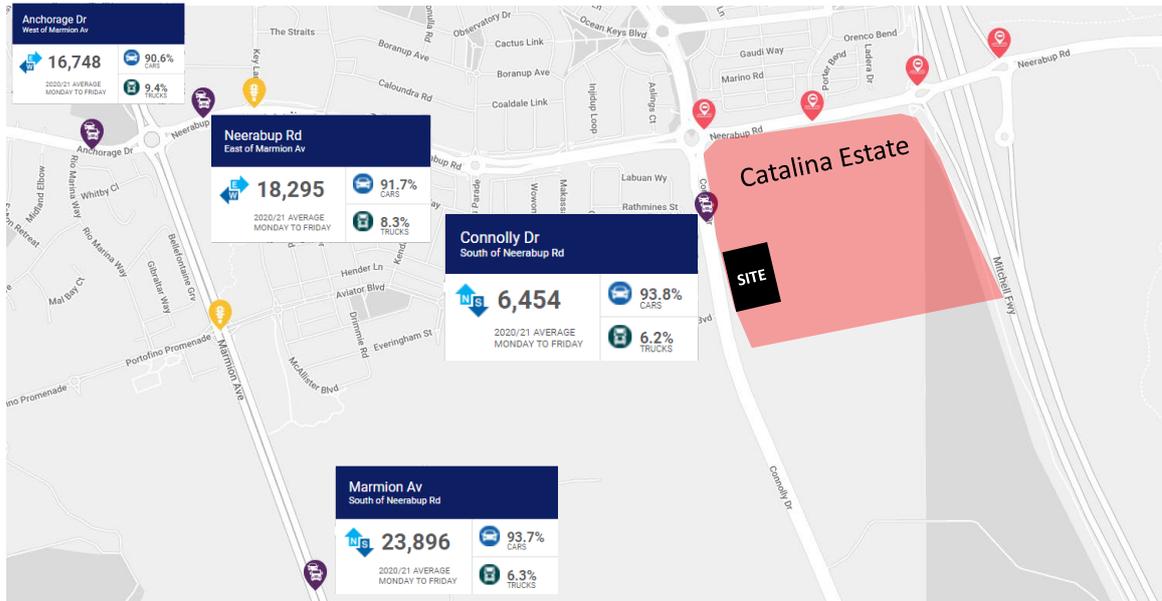


Figure 5: Existing traffic counts (Source: Main Roads WA)

2.4 Heavy Vehicles

Restricted Access Vehicle (RAV) Network routes are designated for access by large heavy vehicle combinations, which is managed by Main Roads WA.

Neerabup Road adjacent to the subject site forms part of RAV Tandem Drive Network 4 as shown in Figure 5. The RAV 4 Network classification permits a variety of prime mover and trailer combinations, up to a maximum length of 27.5m.

Connolly Drive is not part of RAV network and can carry as of right vehicles up to 19m long.



Figure 6: Existing heavy vehicle road network classification (RAV)

2.6 Pedestrian and Cyclist Facilities

The Department of Transport's Perth Bike Maps (see **Figure 8**) indicate high-quality shared paths along Neerabup Road and Connolly Drive. There is a Principal Shared Path along Mitchel Freeway to the east of the subject site which connects to the Clarkson train station via an existing underpass on Neerabup Road, immediately west of the Freeway.

Catalina Estate including the subject site will be connected to the existing established residential areas to the west and north by highly permeable footpath network.

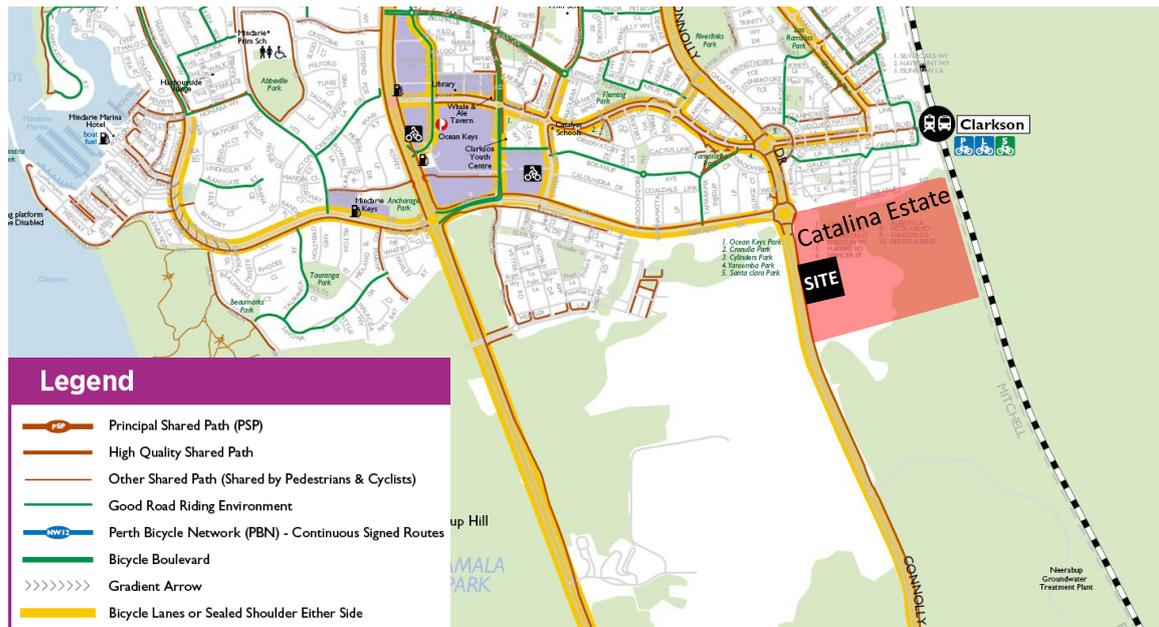


Figure 8: Pedestrian and bicycle facilities

2.7 Public Transport Network Planning

The Department of Transport plan, Public Transport for ultimate network for city of 3.5 million population, envisages a combination of a future light rail and bus rapid transit route from Perth to Joondalup providing a cross-suburban link between these two areas. However, this is a long-term plan beyond 2031 (refer **Figure 9**).



Figure 9: Transperth Service Development Plan Map

2.8 Crash Data

Information available on Main Roads WA website provides crash statistics during the five-year period ending in December 2023.

The crash records indicate zero crashes for the currently constructed roundabout intersection at Connolly Drive/ Aviator Blvd and Expedition Drive.

2.9 Proposed Site Use

The proposal entails the development of a supermarket, two fast food outlets with drive-thru facilities a child care centre and a number of other tenancies as shown in the proposed development site plan in **Appendix B**. The proposed floor space of the different land uses within the development is summarised in **Table 1**.

Table 1: Proposed land uses

Tenancies	Example of use	NLA/ GFA
Tenancy 1	Food & Beverage	78
Tenancy 2	Food & Beverage	76
Tenancy 3	Food & Beverage	76
Tenancy 4	Food & Beverage	76
Tenancy 5	Retail	91
Tenancy 6	Retail	86
Tenancy 7	Retail	90
Tenancy 8	Retail	89
Tenancy 9	Retail	87
Tenancy 10	Retail	321
Tenancy 11	Liquor	220
Tenancy 12	Vet	759
Tenancy 13	Medical	771
Tenancy 14	Gym	457
Tenancy 15	Café	270
Supermarket		1000
Child Care Centre		678
Fast Food 1		266
Fast Food 2		229

The proposed Supermarket is estimated to have 400m² of Back-of-House (BOH) space. This BOH area has been removed from the total Gross Floor Area (GFA) of the Supermarket in the table above. This adjustment has been made for the purposes of the parking assessments and trip generation analysis.

2.10 Proposed Access for all Modes

Figure 10 illustrates the proposed development crossovers on surrounding roads.

The access arrangement for the proposed commercial development is in line with the approved LDP. Accordingly, the main access is provided on Expedition Drive via a full movement crossover (crossover 03). Expedition Drive forms a roundabout intersection with Connolly Drive.

Two crossovers are proposed on Dandenong Drive (refer **Figure 10**). The location and operation of these crossovers were reviewed as part of the LDP application. In particular the separation distance and sight lines of crossover 02 were reviewed against the requirement of AS 2890.1:2004 Parking Facilities-Off street car parking to ensure adequate distance and sight lines are available.

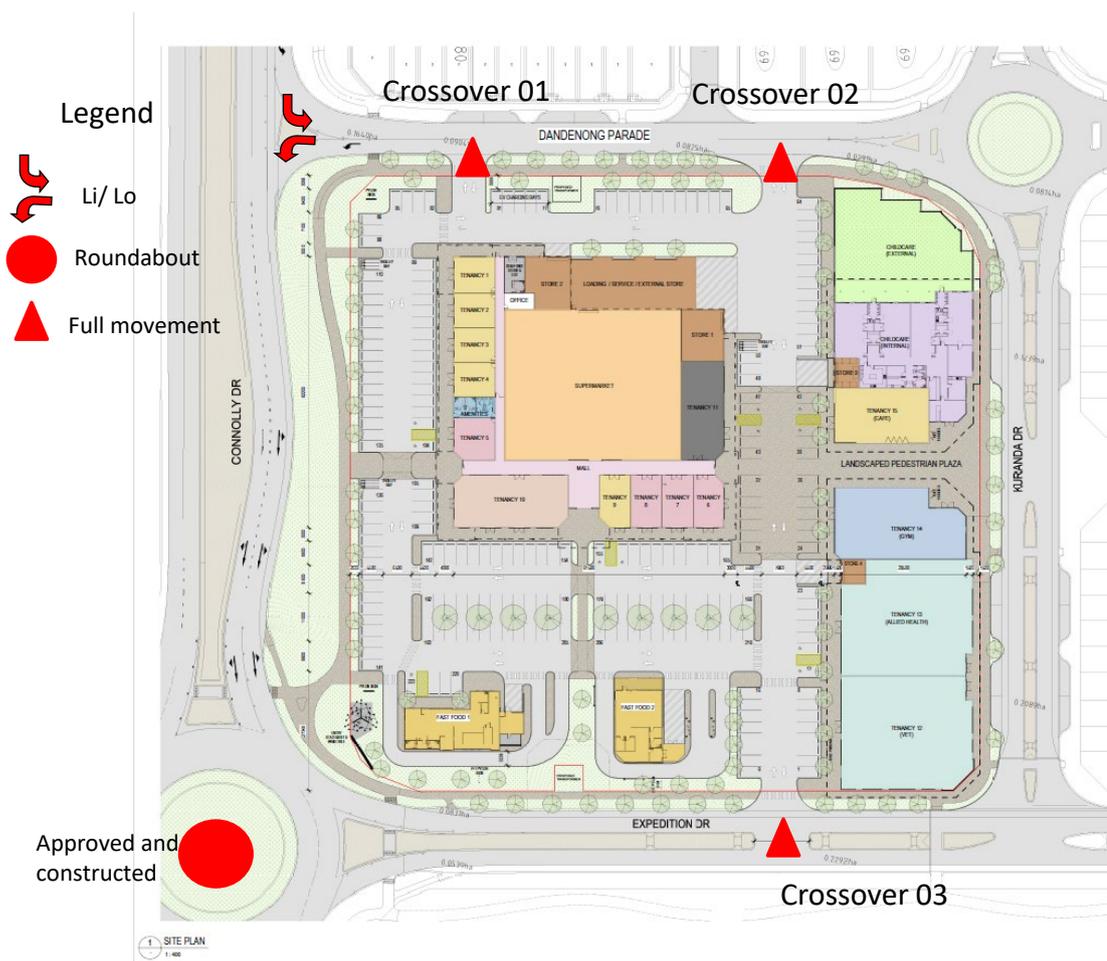


Figure 10: Proposed development access/egress points

3 Changes to Surrounding Transport Networks

As part of the proposed development one new crossover will be constructed on Expedition Drive and two new ones on Dandenong Drive.

4 Integration with Surrounding Area

The proposal is for a commercial development, which is consistent in character with the existing and future developments in this locality. The proposed movement network of the development is in line with the approved LDP and will provide opportunities for connection to the existing and future residential developments in this locality.

5 Traffic Assessment

5.1 Assessment Period

The assessment year that has been adopted for this analysis is for full development of the subject site and entire Estate. This is expected to occur around 2034. If the proposed development crossovers and nearby intersections operate satisfactorily in 2034 therefore, they would also operate satisfactorily during the post development scenario with lower traffic projections on the roads.

5.2 Existing Development Trip Generation

The subject site is presently vacant and does not generate any traffic.

5.3 Proposed Development Traffic Generation

The traffic volumes that would be generated by the proposed development have been estimated using trip generation rates derived from ITE Trip Generation Manual 11th Edition.

Trip generation of the proposed commercial development is summarised in **Table 2**. **Table 3** summarise the trip rate and directional split assumptions for different land uses within the site.

Due to the land use mix within the proposed development incidences of multi-purpose trips¹ (i.e., cross-trade) are anticipated between the proposed land uses. Accordingly, the applied cross-trade adjustment is calculated to result in a moderate overall reduction in trip generation of approximately 20% (in accordance with RTA NSW – Guide to Traffic Generating Developments) and consistent with the LDP TIA.

The proposed land uses can also attract a significant proportion of their customers from the traffic that is already passing the site on the surrounding road network. However, conservatively no pass by trips have been considered for the proposed commercial development.

As detailed in **Table 2**, it is estimated that the proposed development would generate approximately 5,434 trips per day (both inbound and outbound) with approximately

¹ Multi-purpose trips are incidences where more than one shop/outlet are visited within the development (also referred to as “cross-trade”)

446vph, 473vph and 528vph during AM, Saturday PM and weekday PM peak hours respectively.

The distribution of trips that will be attracted to the subject site has been estimated based on the distribution of surrounding residential areas as well as the available access and egress routes to and from the site. The total proposed development traffic is outlined in **Figure 11**.

The total 2034 traffic volumes are presented in **Figure 12**. The background traffic in this figure has been sourced from the TIA for the approved LDP.

Table 2: Estimated proposed development traffic generation

Definition	Land use	Quantity	Daily Rate	Weekday-AM	Sat-PM	Weekday-PM	Cross Trade	Daily Trips	Weekday-AM	Sat-PM	Weekday-PM	AM		Sat-PM		PM	
				Peak	Peak	Peak			trips	trips	trips	IN	OUT	IN	OUT	IN	OUT
Fast food with drive through	Fast food	495	5.032	0.000	0.356	0.356	0.20	1993	0	141	141	0	0	73	68	73	68
High Turnover Restaurant	Tenancy 1 to Tenancy 4	306	1.154	0.000	0.103	0.097	0.20	282	0	25	24	0	0	15	10	15	9
Hair Salon	Tenancy 5 to Tenancy 8	356	0.156	0.013	0.017	0.016	0.20	44	4	5	4	1	3	1	4	1	4
Coffee/Donut Shop	Tenancy 9 & Tenancy 15	351	3.476	1.002	0.348	0.348	0.20	976	281	98	98	143	138	49	49	49	49
Pharmacy without drive through	Tenancy 10	320	0.970	0.032	0.092	0.092	0.20	248	8	23	23	5	3	11	12	11	12
Liquor Store	Tenancy 11	220	1.154	0.006	0.179	0.179	0.20	203	1	31	31	1	0	16	16	16	16
Veterinary Clinic	Tenancy 12	759	0.231	0.039	0.038	0.038	0.20	141	24	23	23	16	8	9	14	9	14
Clinic	Tenancy 13	771	0.405	0.030	0.040	0.040	0.20	250	18	24	24	15	3	7	17	7	17
Fitness Club	Tenancy 14	457	0.371	0.014	0.037	0.037	0.00	170	6	17	17	3	3	10	7	10	7
Supermarket	Supermarket	1000	1.010	0.031	0.106	0.096	0.20	808	25	85	77	15	10	42	42	39	39
Childcare	Childcare	90	3.500	0.870	0.000	0.710	0.00	315	78	0	64	45	34	0	0	30	34
Small Office Building	Office	25	0.155	0.018	0.000	0.023	0.00	4	0	0	1	0	0	0	0	0	0
Total traffic								5434	446	473	528	244	202	234	239	260	268

Table 3: Trip rates and in/out split assumptions

ITE 11	Land use	Definition	Rates (Per 100 m2)				AM		Sat		PM	
			AM	PM	Sat	Daily	IN	OUT	IN	OUT	IN	OUT
934	Fast food 1 & Fast food 2	Fast food with drive through	0.480	0.356	0.356	5.032	51%	49%	52%	48%	52%	48%
932	Tenancy 1 to Tenancy 4	High Turnover Restaurant	0.103	0.097	0.103	1.154	55%	45%	61%	39%	61%	39%
918	Tenancy 5 to Tenancy 8	Hair Salon	0.013	0.016	0.017	0.156	17%	83%	17%	83%	17%	83%
936	Tenancy 9 & Tenancy 15	Coffee/Donut Shop	1.002	0.348	0.348	3.476	51%	49%	50%	50%	50%	50%
880	Tenancy 10	Pharmacy without drive through	0.032	0.092	0.092	0.970	65%	35%	49%	51%	49%	51%
899	Tenancy 11	Liquor Store	0.006	0.179	0.179	1.154	79%	21%	50%	50%	50%	50%
640	Tenancy 12	Veterinary Clinic	0.039	0.038	0.038	0.231	67%	33%	40%	60%	40%	60%
630	Tenancy 13	Clinic	0.030	0.040	0.040	0.405	81%	19%	30%	70%	30%	70%
492	Tenancy 14	Fitness Club	0.014	0.037	0.037	0.371	51%	49%	57%	43%	57%	43%
850	Supermarket	Supermarket	0.031	0.096	0.106	1.010	59%	41%	50%	50%	50%	50%
Transcore	Childcare	Childcare	0.870	0.710	0.000	3.500	57%	43%	0%	0%	47%	53%
712	Office	Small Office Building	0.018	0.023	0.000	0.155	82%	18%	0%	0%	34%	66%

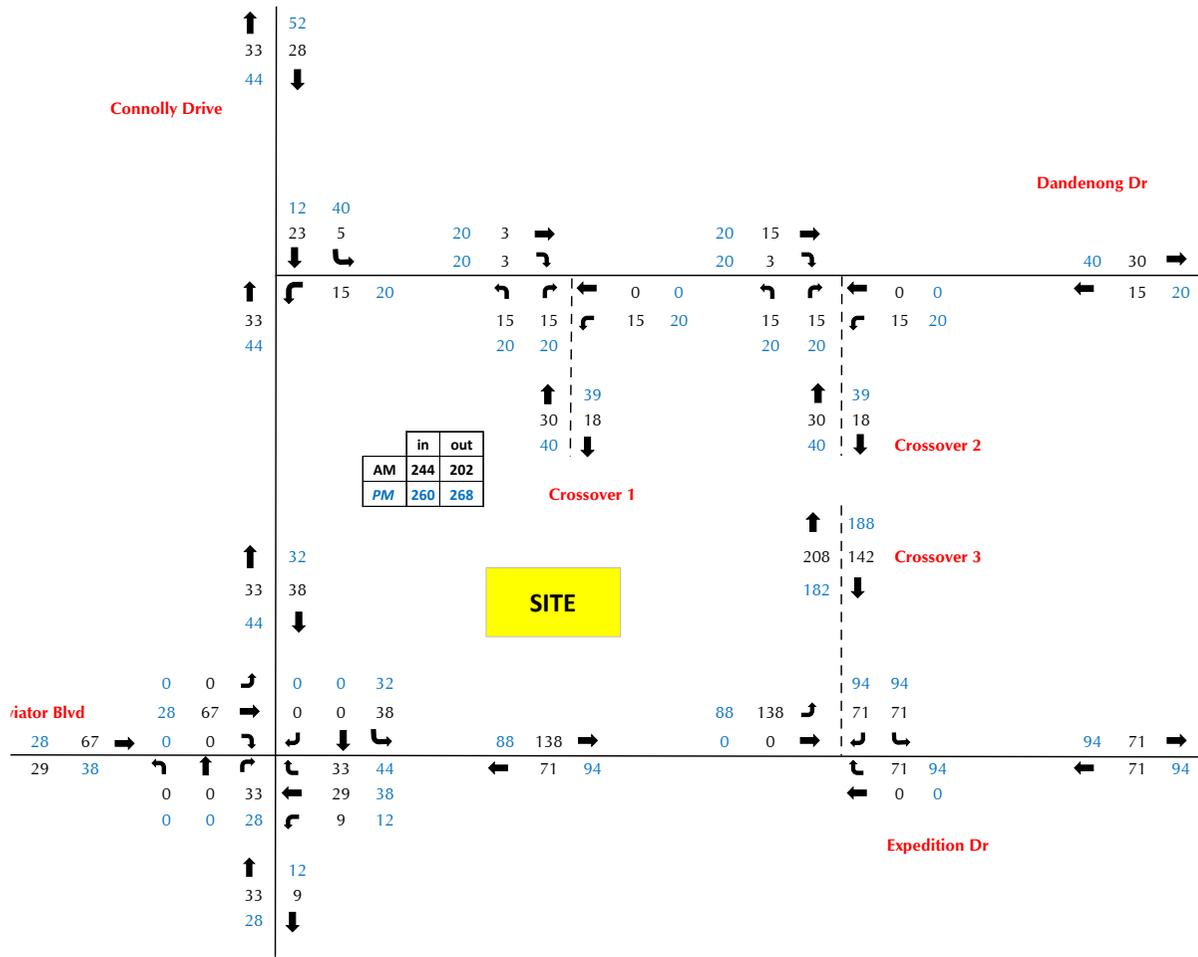


Figure 11: Total peak hour traffic generated by the proposed development –AM and PM peak hours

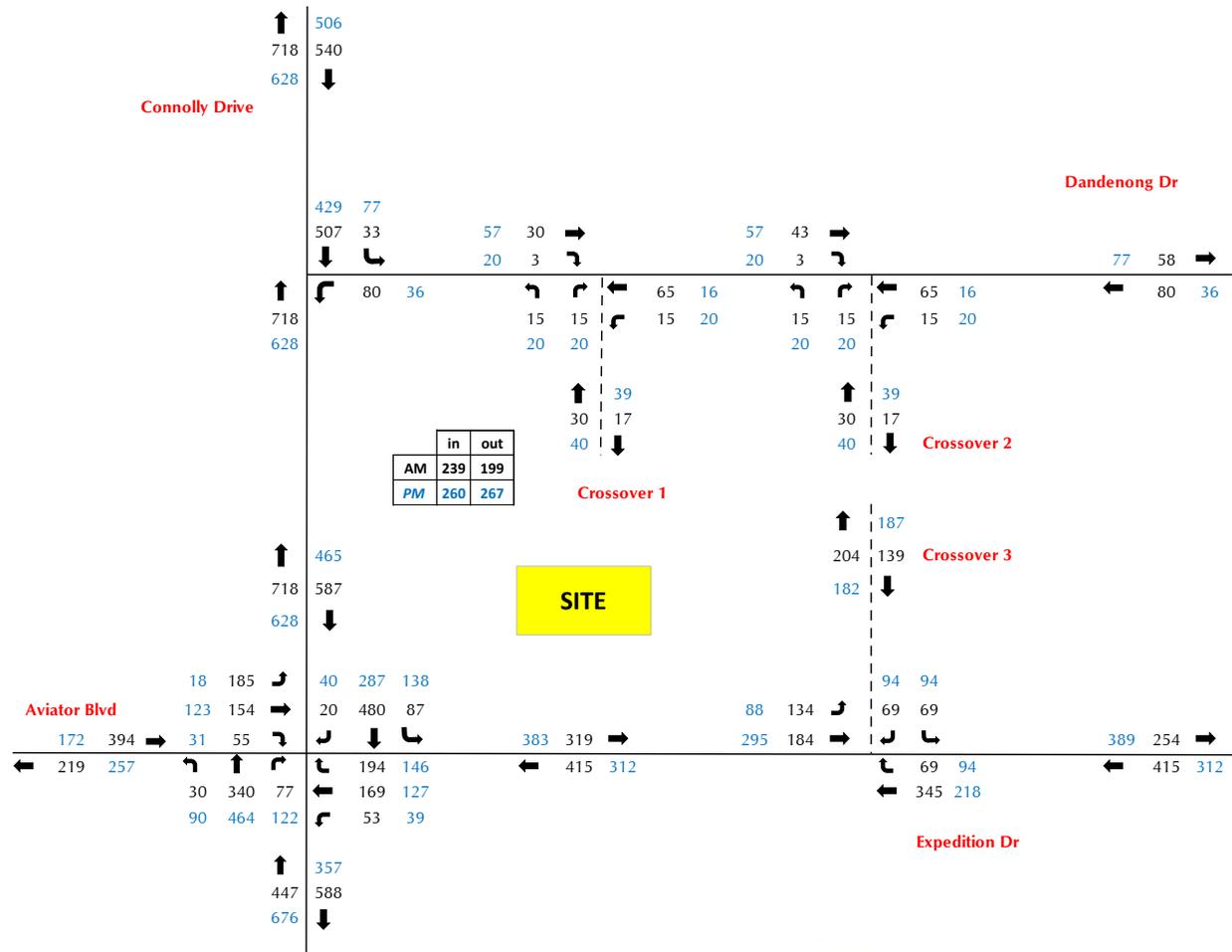


Figure 12: Estimated future traffic flows – 2034 AM and PM peak hours

5.4 Analysis of Local Intersections & Crossovers

Operation of the existing roundabout intersection on Conolly Drive, the proposed Left in/Left out intersection on Connolly Drive and the development crossovers has been assessed by SIDRA Network.

SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- Degree of Saturation is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for infrequent traffic flow up to one for saturated flow or capacity.
- Level of Service is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- Average Delay is the average of all travel time delays for vehicles through the intersection.
- 95% Queue is the queue length below which 95% of all observed queue lengths fall.

The results of the SIDRA analysis are summarised in **Appendix C**.

SIDRA intersection analysis undertaken indicates that the current standard of the existing roundabout intersection on Connolly Drive would be able to accommodate the 2034 traffic projections satisfactorily and well within capacity. Significant spare capacity would also remain at the roundabout in 2034.

The development crossovers are also reported to operate satisfactorily with good level of service during the peak hours.

NETWORK OPERATION

Relevant SIDRA network outputs were reviewed for the assessed peak hours to establish the operation of the development crossovers and the existing roundabout intersection as an integrated network.

As detailed in **Figure 13** and **Figure 14** there are no queue backs from relevant intersections on Connolly Drive to the proposed development crossovers. Similarly, no queue back from the development crossovers to Connolly Drive intersections are reported.

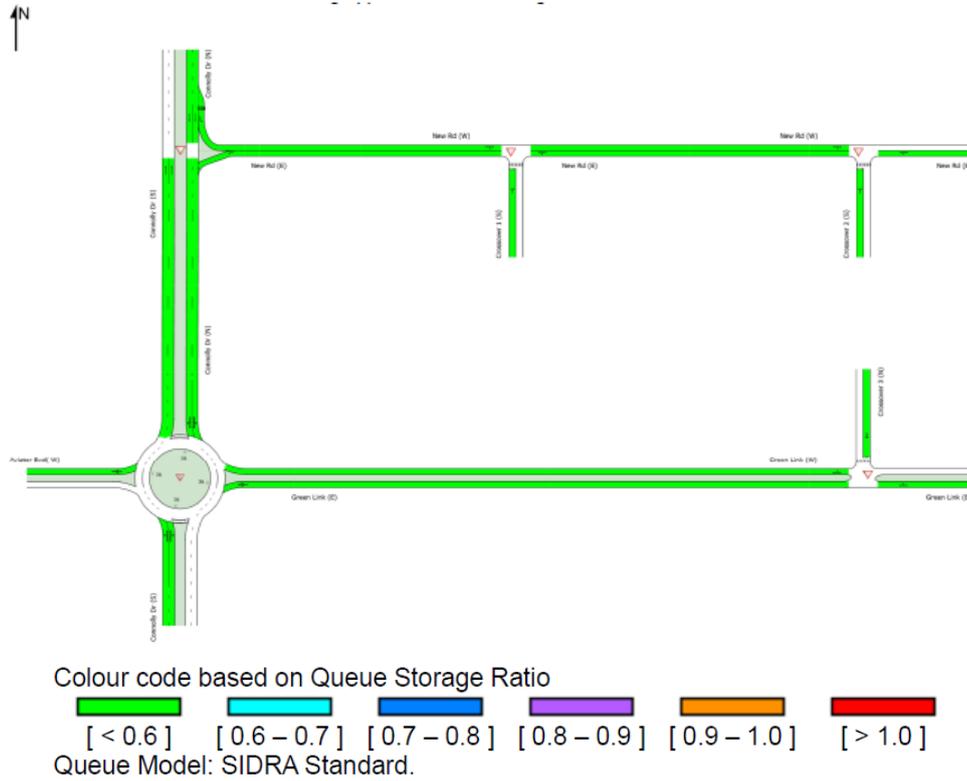


Figure 13: Weekday AM peak hour network analysis – queue storage ratio (2034)

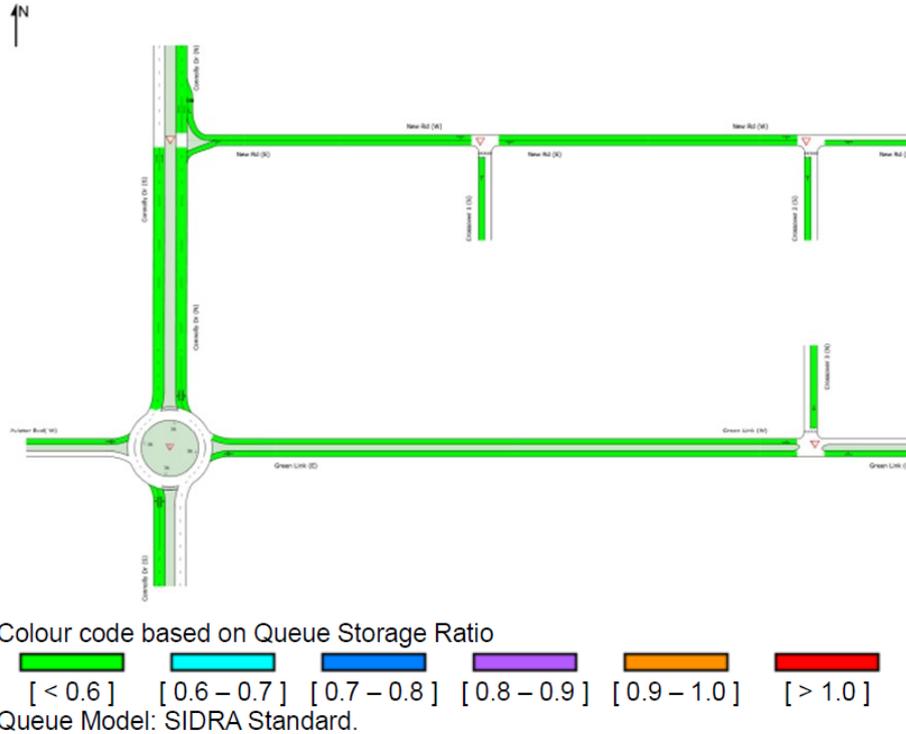


Figure 14: Weekday PM peak hour network analysis – queue storage ratio (2034).

5.5 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines* (2016) provides the following guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed development will not increase traffic flows on all the surrounding roads near the quoted WAPC threshold to warrant further detailed analysis. It is important to highlight that the traffic generation of the proposed development has been considered and accounted for during the Structure Plan and Local Development Plan processes. The road hierarchy and standards of the surrounding roads have been specifically established to accommodate the anticipated trip generation associated with the proposed development.

5.6 Impact on Neighbouring Areas

The traffic generated by the proposed development is not expected to significantly affect surrounding areas and the road network has been designed to accommodate this type of development traffic.

5.7 Traffic Noise and Vibration

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB (A) increase in road noise. The proposed development will not increase traffic volumes on surrounding roads anywhere near this level.

6 Parking

The parking requirement and supply for the proposed development is established in line with City of Wanneroo District Planning Scheme 2 (DPS 2) and is summarised in **Table 4**.

As evident based on DPS 2, there would be a parking shortfall of approximately 25 bays for the proposed development. However, the current parking requirement calculation method outlined in DPS 2 simply adds up the parking requirements for each individual land use. This approach fails to account for the possibility that visitors to the development may utilise multiple land uses within the facility. Additionally, it does not consider the potential variation in peak operating times for each land use.

Consequently, a parking assessment has been undertaken for the proposed development, taking into consideration the expected peak operating times for each land use and the projected parking demand during other periods. It should also be noted that:

- The catchment area of the proposed commercial development is expected to be mainly local residents and therefore some non-motorised patronage including walking is expected for the patrons.
- Moreover, due to the favourable availability of public transportation options, some patrons are likely to utilise public transport, including trains and buses, to reach the site. The area benefits from good public transport coverage, further encouraging the use of these modes of transportation for convenient access to the development.

On this basis the parking requirement for the proposed development as per the DPS 2 is considered to be excessive in this instance.

6.1 Parking Assessment

As the peak parking demand periods for the various land-uses within the proposed development does not completely overlap, a daily parking demand profile (for a typical Friday and a typical Saturday) was developed for each of the proposed land-uses to estimate the anticipated actual combined parking demand throughout the day. The percentage of parking demand assumptions outlined in **Table D1** and **Table D2** in **Appendix D** are based on Transcore's experience and operator's advice.

The anticipated demand for parking is then calculated by multiplying the anticipated percentage of parking demand for each land-use by its theoretical parking requirement in accordance with DPS 2. The resulting estimated parking demand are summarised in **Table D3** (for a typical Friday) and **Table D4** (for a typical Saturday). The parking surplus (+)/ shortfall (-) for each land-use is calculated by subtracting the total anticipated parking demand from the proposed number of bays.

Table 4: Parking calculations

Use	Requirement	Unit	Required	Assumption		
Tenancy 1	Food & Beverage	1 per 4 people accommodated or 1 per 5m ² seating area	10 people	2.50	2/3 area for customers, 5m ² per person	
Tenancy 2	Food & Beverage	1 per 4 people accommodated or 1 per 5m ² seating area	10 people	2.50	2/3 area for customers, 5m ² per person	
Tenancy 3	Food & Beverage	1 per 4 people accommodated or 1 per 5m ² seating area	10 people	2.50	2/3 area for customers, 5m ² per person	
Tenancy 4	Food & Beverage	1 per 4 people accommodated or 1 per 5m ² seating area	10 people	2.50	2/3 area for customers, 5m ² per person	
Tenancy 5	Retail	7 per 100 m ² NLA	91 m ²	6.37		
Tenancy 6	Retail	7 per 100 m ² NLA	86 m ²	6.02		
Tenancy 7	Retail	7 per 100 m ² NLA	90 m ²	6.30		
Tenancy 8	Retail	7 per 100 m ² NLA	89 m ²	6.23		
Tenancy 9	Retail	1 per 4 people accommodated or 1 per 5m ² seating area	12 people	3.00	2/3 area for customers, 5m ² per person	
Tenancy 10	Retail	7 per 100 m ² NLA	320 m ²	22.40		
Tenancy 11	Liquor	7 per 100 m ² NLA	220 m ²	15.40		
Tenancy 12	Vet	5 per practitioner	3 Practitioner	15.00	3 Practitioner	
Tenancy 13	Medical	5 per practitioner plus 7 per 100m ² of pharmacy	5 Practitioner	25.00	5 Practitioner	
Tenancy 14	Gym	1 per 4 people accommodated	46 people	11.5	10 m ² per person	
Tenancy 15	Café	1 per 4 people accommodated or 1 per 5m ² seating area	35 people	8.75	2/3 area for customers, 5m ² per person	
Supermarket		7 per 100 m ² NLA	1000 m ²	70.00	400m ² of Back of House (BOH)	
Child Care Centre		9 bays plus 1 per 8 children accommodated in excess of 54	90 children	13.50		
Fast Food 1		1 per 4 guests in indoor and outdoor seated areas plus 7 per 100 m ² NLA for non seated areas. Up to 50% of non seated area parking may be located in drive through queue.	29 people	266 m ² (non seated areas)	16.56	50% NLA are non-seated areas, 5m ² per person for seated areas
Fast Food 2		1 per 4 guests in indoor and outdoor seated areas plus 7 per 100 m ² NLA for non seated areas. Up to 50% of non seated area parking may be located in drive through queue.	18 people	202 m ² (non seated areas)	11.57	50% NLA are non-seated areas, 5m ² per person for seated areas
Total parking bays required				248.00		
Total parking bays provided - On site				223.00		
Total parking bays				223.00		
Surplus (+)/ Shortfall (-)				-25.00		

As detailed in **Table D3** and **Figure 15**, the maximum combined parking demand for a typical Friday is anticipated to occur at 13:00PM. During this period, it is estimated that 44 bays would be unoccupied/available.

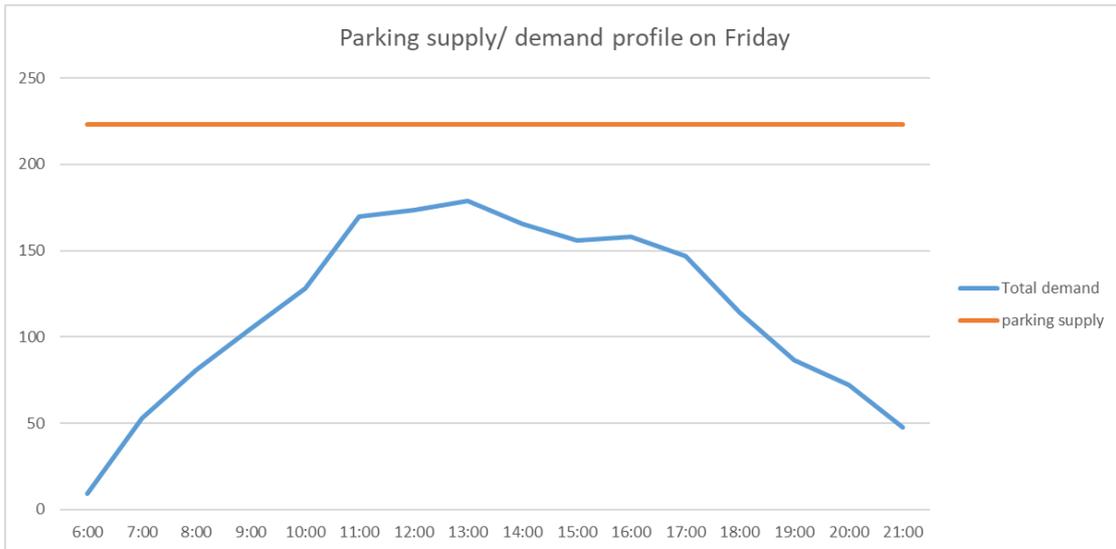


Figure 15: Parking supply/ demand on a typical Friday

Similarly, As detailed in **Table B4** and **Figure 16**, the maximum combined parking demand for a typical Saturday is anticipated to occur at 13:00PM. During this period, it is estimated that 24 bays would be unoccupied/available respectively.

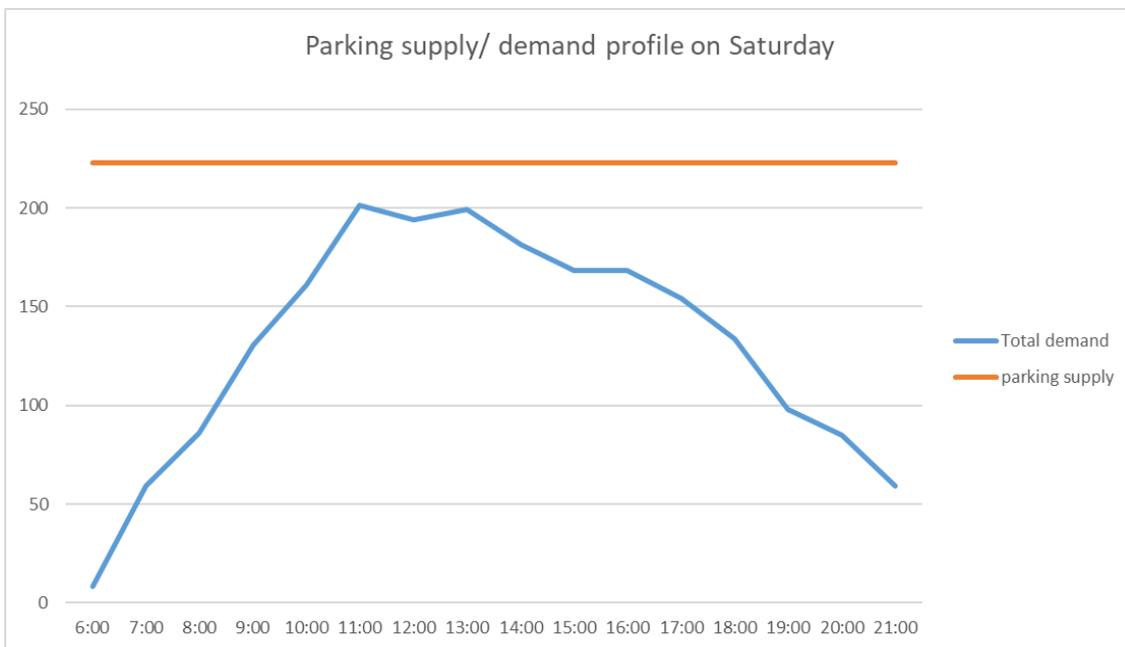


Figure 16: Parking supply/ demand on typical Saturday



7 Provision for Heavy Vehicles

The largest size vehicle which is expected to access the proposed development is a 19m service vehicle which would service the proposed supermarket. The 19m truck would enter and exit the site via the proposed crossovers on Dandenong Drive.

Smaller trucks up to 8.8m long are expected to service the other tenancies within the proposed development. The 8.8m truck would enter the site via the proposed crossovers on Dandenong Drive and would exit via the same crossovers. The 8.8m service vehicles would also be able to exit the site via the Expedition Drive crossover.

Turn path analysis undertaken for 19.0m and 8.8m service vehicles confirm satisfactory access, egress and circulation within the site. Turn path plans are included in **Appendix E**.

8 Public Transport Access

The existing public transport services within the vicinity of the site are outlined in **Sections 2.5** and **2.7** of this report.

9 Pedestrian and Cyclist Access

Details of the pedestrian and cyclist facilities in this locality are detailed in [Section 2.6](#) of the report.

10 Conclusions

This TIA has been prepared by Transcore on behalf of Lightpoint Nominees Pty Ltd with regards to the proposed Commercial Development to be located at Lot 3128 Expedition Drive, Catalina Estate.

Transcore prepared a TIA in October 2022 for the proposed Local Development Plan (LDP) for the above site. The LDP has been approved recently and a development site plan has been prepared for the subject site which is the subject of this TIA.

The access arrangement for the proposed commercial development is in line with the approved LDP. Accordingly, the main access is provided on Expedition Drive via a full movement crossover (crossover 03). Two crossovers are proposed on Dandenong Drive. The location and operation of these crossovers were reviewed as part of the LDP application.

The proposed development layout has been assessed with respect to the movements of service vehicles. Swept path analysis confirms that the proposed entry and egress arrangements and the site layout facilitate safe and efficient vehicle circulation.

It is estimated that the proposed development would generate approximately 5,434 trips per day (both inbound and outbound) with approximately 446vph, 473vph and 528vph during AM, Saturday PM and weekday PM peak hours respectively.

SIDRA network analysis undertaken indicates that the current standard of the existing roundabout intersection on Connolly Drive would be able to accommodate the 2034 traffic projections satisfactorily and well within capacity. Significant spare capacity would also remain at the roundabout in 2034. The development crossovers are also reported to operate satisfactorily with good level of service during the peak hours.

Based on the parking assessments conducted in this TIA, it has been determined that the proposed parking supply is sufficient to meet the parking requirements of the site. Since the peak parking demand periods for the different land uses within the proposed development do not completely overlap, a reciprocal parking arrangement can be implemented for the proposed parking bays on the site.

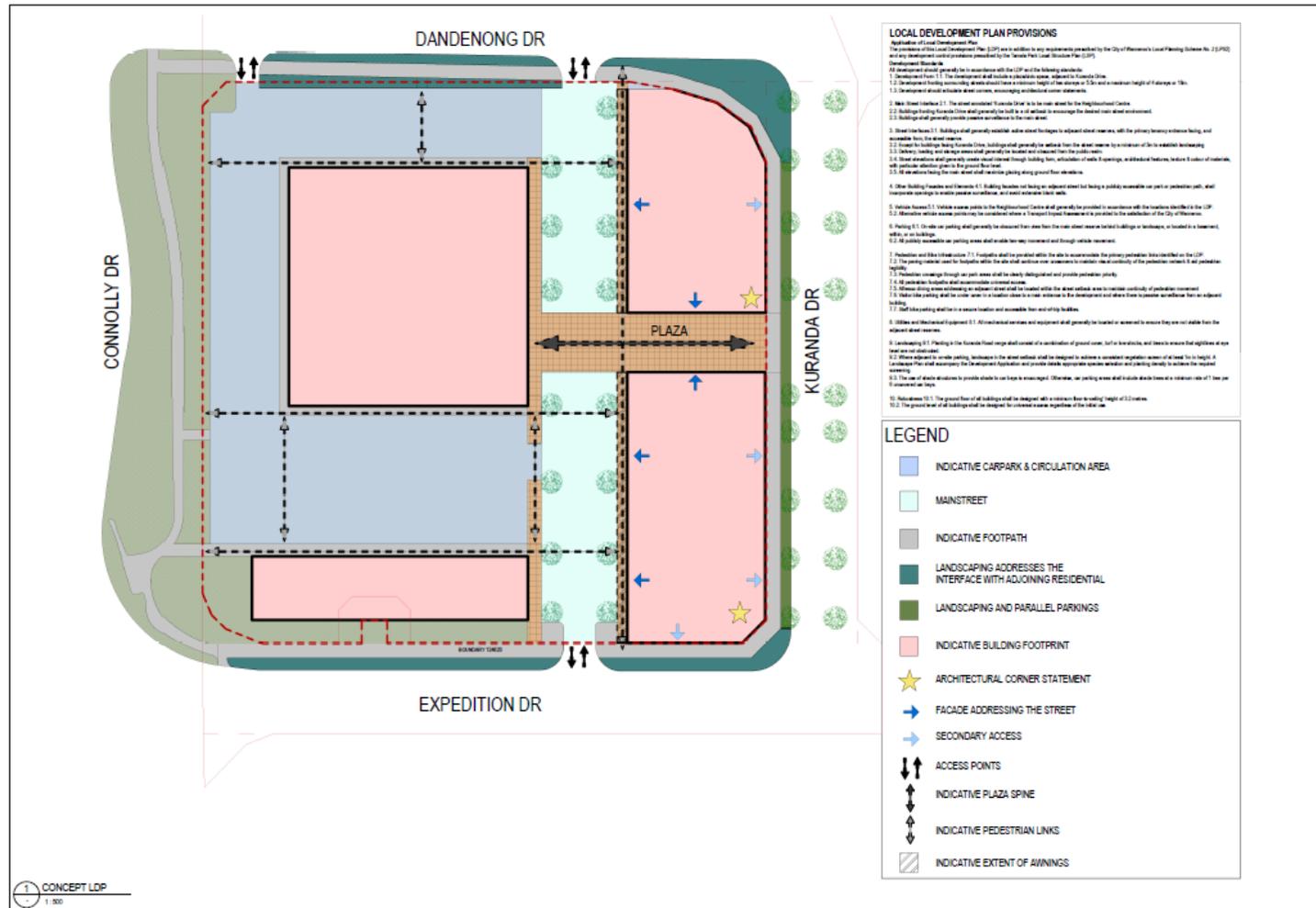
In conclusion, the findings of this Transport Impact Assessment are supportive of the proposed development.

Appendix A

ENDORSED LOCAL DEVELOPMENT PLAN



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- LOCAL DEVELOPMENT PLAN PROVISIONS**
 Application of Local Development Plan
 The provisions of this Local Development Plan (LDP) are to address any requirements provided for by the City of Wharfedale's Local Planning Scheme No. 22 (LPS) and any development control provisions provided for by the Town and Country Planning Act (TCPA).
- Development Objectives**
- 1.1 Development should generally be in accordance with the LDP and the following standards.
 - 1.2 Development should be in accordance with the LDP and the following standards.
 - 1.3 Development should be in accordance with the LDP and the following standards.
- Development Control**
- 2.1 Development should be in accordance with the LDP and the following standards.
 - 2.2 Development should be in accordance with the LDP and the following standards.
 - 2.3 Development should be in accordance with the LDP and the following standards.
 - 2.4 Development should be in accordance with the LDP and the following standards.
 - 2.5 Development should be in accordance with the LDP and the following standards.
- Other Building Features and Elements**
- 3.1 Building features not being an adjacent street but being a public accessible area shall be designed to be in accordance with the standards in the LDP.
 - 3.2 Alternative vehicle access arrangements for residential areas shall be provided for the satisfaction of the City of Wharfedale.
- Parking**
- 4.1 On-site car parking shall generally be provided for use from the main street near the building or building, or located in a basement, or on a bridge.
 - 4.2 All publicly accessible car parking areas shall provide for any movement and through vehicle movement.
- Provision and Use of Footpaths**
- 5.1 Footpaths shall be provided within the site to accommodate the primary pedestrian links identified on the LDP.
 - 5.2 The primary pedestrian route shall be provided within the site and within the surrounding area to ensure the continuity of the pedestrian network to the public realm.
- Provision of Cycleways**
- 6.1 Cycleways shall be provided within the site to accommodate the primary pedestrian links identified on the LDP.
 - 6.2 Cycleways shall be provided within the site to accommodate the primary pedestrian links identified on the LDP.
- Other and Technical Equipment**
- 7.1 Alternative technical equipment shall be provided for the satisfaction of the City of Wharfedale.
- Landscaping**
- 8.1 Landscaping shall be provided within the site to accommodate the primary pedestrian links identified on the LDP.
 - 8.2 Landscaping shall be provided within the site to accommodate the primary pedestrian links identified on the LDP.
 - 8.3 Landscaping shall be provided within the site to accommodate the primary pedestrian links identified on the LDP.
 - 8.4 Landscaping shall be provided within the site to accommodate the primary pedestrian links identified on the LDP.
 - 8.5 Landscaping shall be provided within the site to accommodate the primary pedestrian links identified on the LDP.
- Other**
- 9.1 The ground floor of all buildings shall be designed with a minimum clear height of 2.2 metres.
 - 9.2 The ground floor of all buildings shall be designed to accommodate a minimum of 2.2 metres.

- LEGEND**
- INDICATIVE CARPARK & CIRCULATION AREA
 - MAINSTREET
 - INDICATIVE FOOTPATH
 - LANDSCAPING ADDRESSES THE INTERFACE WITH ADJOINING RESIDENTIAL
 - LANDSCAPING AND PARALLEL PARKINGS
 - INDICATIVE BUILDING FOOTPRINT
 - ARCHITECTURAL CORNER STATEMENT
 - FACADE ADDRESSING THE STREET
 - SECONDARY ACCESS
 - ACCESS POINTS
 - INDICATIVE PLAZA SPINE
 - INDICATIVE PEDESTRIAN LINKS
 - INDICATIVE EXTENT OF AWNINGS

CONCEPT LDP
1:500



TAMALA PARK NEIGHBOURHOOD CENTRE

SK14

TAMALA PARK
183, 21 TAMALA PARK



Appendix B

PROPOSED SITE PLAN



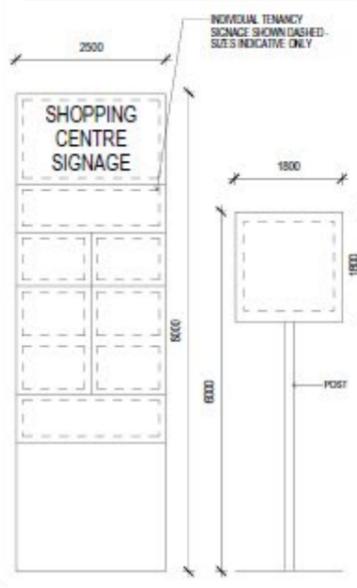
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1 SITE PLAN
1:400

ACCOMMODATION SCHEDULE	
PROPOSED TENANT	AREA
FAST FOOD 1	266 m ²
FAST FOOD 2 - ALFRESCO	202 m ² 27 m ²
TENANCY 1	78 m ²
TENANCY 2	76 m ²
TENANCY 3	76 m ²
TENANCY 4	76 m ²
TENANCY 5	91 m ²
TENANCY 6	86 m ²
TENANCY 7	90 m ²
TENANCY 8	89 m ²
TENANCY 9	87 m ²
TENANCY 10	321 m ²
TENANCY 11	220 m ²
TENANCY 12	759 m ²
TENANCY 13	771 m ²
TENANCY 14	457 m ²
TENANCY 15	270 m ²
SUPERMARKET	1400 m ²
LOADING / SERVICE / EXTERNAL STORE	332 m ²
CHILDCARE - OUTDOOR PLAY AREA	678 m ² 650 m ²
OFFICE	25 m ²
STORE 1	118 m ²
STORE 2	114 m ²
STORE 3	36 m ²
STORE 4	31 m ²

SITE INFORMATION:	
TOTAL LOT / SITE AREA	16,826m ²
DEVELOPMENT SUMMARY	
- SUPERMARKET (ANCHOR TENANCY)	1,400m ²
- RETAIL & FAST FOOD TENANCIES	2,512m ²
- CHILDCARE CENTRE	674m ²
- MEDICAL TENANCIES	1,539m ²
- ANCILLARY SPACES	1,081m ²
TOTAL:	7,177m ²
NUMBER OF PROPOSED CAR BAYS:	223
- 207 OFF STANDARD CAR BAYS	
- 5 OFF EV CHARGING BAYS	
- 11 OFF UNIVERSALLY ACCESSIBLE CAR BAYS	
NUMBER OF PROPOSED PUBLIC BIKE PARKING:	14
NUMBER OF PROPOSED SECURED STAFF BIKE PARKING:	10



NOTE: ALL TENANCY AREAS IN SCHEDULE ABOVE ARE MEASURED TO THE CENTRE LINE OF INTERTENANCY WALLS (WHERE APPLICABLE) AND THE OUTERMOST FACE OF THE PERIMETER WALLS OF EACH TENANCY.



E	ISSUE FOR DA	W/C	NP	20.07.2024	
D	POST DRP - ISSUE FOR COORDINATION	W/C	NP	01.07.2024	
C	ISSUE FOR DISCUSSION	W/C	NP	26.06.2024	
B	ISSUE FOR DRP	W/C	NP	05.05.2024	
A	ISSUE FOR DRP	W/C	NP	05.05.2024	
revision	issue	Description	Drawn By	check By	Date
project	CATALINA PLAZA DEVELOPMENT		drawn	W/C	NP
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK		checked	NP	NP
scale	1:400		date	20.07.2024	
author	Hodge Collard Preston ARCHITECTS		project no	183.21	dwg no SK001
date	20.07.2024		rev	1	

Appendix C

SIDRA ANALYSIS



Engineering a better future for **over 20 years!**

MOVEMENT SUMMARY

Site: [Connolly Dr & Aviator Blv & Green Link - 2034 - AM
(Site Folder: 2034)]

Network: N101 [AM
(Network Folder: 2034)]

Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Connolly Dr (S)														
1	L2	32	2.0	32	2.0	0.213	6.0	LOS A	1.5	11.8	0.62	0.55	0.62	46.1
2	T1	358	6.8	358	6.8	0.213	6.4	LOS A	1.5	11.8	0.62	0.59	0.62	37.2
3	R2	81	2.0	81	2.0	0.213	13.1	LOS B	1.4	10.7	0.64	0.66	0.64	35.8
Approach		471	5.7	471	5.7	0.213	7.6	LOS A	1.5	11.8	0.62	0.60	0.62	38.2
East: Green Link (E)														
4	L2	56	2.0	56	2.0	0.511	5.7	LOS A	3.3	25.2	0.71	0.81	0.81	38.9
5	T1	178	2.0	178	2.0	0.511	5.3	LOS A	3.3	25.2	0.71	0.81	0.81	44.2
6	R2	204	2.0	204	2.0	0.511	11.2	LOS B	3.3	25.2	0.71	0.81	0.81	28.2
Approach		438	2.0	438	2.0	0.511	8.1	LOS A	3.3	25.2	0.71	0.81	0.81	38.7
North: Connolly Dr (N)														
7	L2	92	2.0	92	2.0	0.256	5.6	LOS A	1.7	13.7	0.53	0.52	0.53	37.4
8	T1	505	7.3	505	7.3	0.256	6.0	LOS A	1.7	13.7	0.55	0.54	0.55	49.2
9	R2	21	2.0	21	2.0	0.256	12.6	LOS B	1.6	13.0	0.56	0.56	0.56	49.6
Approach		618	6.3	618	6.3	0.256	6.2	LOS A	1.7	13.7	0.54	0.54	0.54	47.9
West: Aviator Bvd (W)														
10	L2	195	2.0	195	2.0	0.500	6.1	LOS A	3.2	24.4	0.72	0.81	0.83	40.5
11	T1	162	2.0	162	2.0	0.500	5.6	LOS A	3.2	24.4	0.72	0.81	0.83	40.5
12	R2	58	2.0	58	2.0	0.500	11.6	LOS B	3.2	24.4	0.72	0.81	0.83	43.0
Approach		415	2.0	415	2.0	0.500	6.7	LOS A	3.2	24.4	0.72	0.81	0.83	40.9
All Vehicles		1941	4.3	1941	4.3	0.511	7.0	LOS A	3.3	25.2	0.64	0.67	0.68	41.8

MOVEMENT SUMMARY

Site: [Connolly Dr & New Rd - 2034 - AM (Site Folder: 2034)]

Network: N101 [AM
(Network Folder: 2034)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Connolly Dr (S)														
2	T1	756	6.8	756	6.8	0.205	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
Approach		756	6.8	756	6.8	0.205	0.0	NA	0.0	0.0	0.00	0.00	0.00	69.9
East: New Rd (E)														
4	L2	84	2.0	84	2.0	0.083	3.7	LOS A	0.3	2.3	0.35	0.54	0.35	21.5
Approach		84	2.0	84	2.0	0.083	3.7	LOS A	0.3	2.3	0.35	0.54	0.35	21.5
North: Connolly Dr (N)														
7	L2	35	2.0	35	2.0	0.019	6.7	LOS A	0.0	0.0	0.00	0.57	0.00	49.7
8	T1	534	7.3	534	7.3	0.146	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
Approach		568	7.0	568	7.0	0.146	0.4	NA	0.0	0.0	0.00	0.03	0.00	68.1
All Vehicles		1408	6.6	1408	6.6	0.205	0.4	NA	0.3	2.3	0.02	0.05	0.02	68.3

MOVEMENT SUMMARY

Site: [New Rd & Crossover 1 - 2034 - AM (Site Folder: 2034)]

Network: N101 [AM (Network Folder: 2034)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total HV veh/h	%				[Veh. veh	Dist] m				
South: Crossover 1 (S)														
4	L2	16	2.0	16	2.0	0.024	0.2	LOS A	0.1	0.6	0.16	0.11	0.16	17.5
6	R2	16	2.0	16	2.0	0.024	0.8	LOS A	0.1	0.6	0.16	0.11	0.16	17.5
Approach		32	2.0	32	2.0	0.024	0.5	LOS A	0.1	0.6	0.16	0.11	0.16	17.5
East: New Rd (E)														
7	L2	16	2.0	16	2.0	0.045	4.3	LOS A	0.0	0.0	0.00	0.10	0.00	38.0
8	T1	68	2.0	68	2.0	0.045	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	43.2
Approach		84	2.0	84	2.0	0.045	0.8	NA	0.0	0.0	0.00	0.10	0.00	41.9
West: New Rd (W)														
2	T1	32	2.0	32	2.0	0.019	0.0	LOS A	0.0	0.1	0.04	0.05	0.04	44.0
3	R2	3	2.0	3	2.0	0.019	2.4	LOS A	0.0	0.1	0.04	0.05	0.04	45.0
Approach		35	2.0	35	2.0	0.019	0.2	NA	0.0	0.1	0.04	0.05	0.04	44.1
All Vehicles		151	2.0	151	2.0	0.045	0.6	NA	0.1	0.6	0.04	0.09	0.04	35.8

MOVEMENT SUMMARY

Site: [New Rd & Crossover 2 - 2034 - AM (Site Folder: 2034)]

Network: N101 [AM (Network Folder: 2034)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total HV veh/h	%				[Veh. veh	Dist] m				
South: Crossover 2 (S)														
4	L2	16	2.0	16	2.0	0.024	0.2	LOS A	0.1	0.6	0.16	0.11	0.16	17.5
6	R2	16	2.0	16	2.0	0.024	0.9	LOS A	0.1	0.6	0.16	0.11	0.16	28.6
Approach		32	2.0	32	2.0	0.024	0.5	LOS A	0.1	0.6	0.16	0.11	0.16	24.9
East: New Rd (E)														
7	L2	16	2.0	16	2.0	0.045	4.6	LOS A	0.0	0.0	0.00	0.10	0.00	39.1
8	T1	68	2.0	68	2.0	0.045	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	43.9
Approach		84	2.0	84	2.0	0.045	0.9	NA	0.0	0.0	0.00	0.10	0.00	42.8
West: New Rd (W)														
2	T1	45	2.0	45	2.0	0.026	0.0	LOS A	0.0	0.2	0.03	0.04	0.03	48.2
3	R2	3	2.0	3	2.0	0.026	4.6	LOS A	0.0	0.2	0.03	0.04	0.03	46.4
Approach		48	2.0	48	2.0	0.026	0.3	NA	0.0	0.2	0.03	0.04	0.03	48.1
All Vehicles		164	2.0	164	2.0	0.045	0.6	NA	0.1	0.6	0.04	0.08	0.04	40.7

MOVEMENT SUMMARY

Site: [New Rd & Crossover 3 - 2034 - AM (Site Folder: 2034)]

Network: N101 [AM
(Network Folder: 2034)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh.]	[Dist]				
		veh/h	%	veh/h	%	v/c	sec			veh	m			km/h
East: Green Link (E)														
2	T1	363	2.0	363	2.0	0.248	0.4	LOS A	0.7	5.3	0.19	0.10	0.19	38.7
3	R2	73	2.0	73	2.0	0.248	5.9	LOS A	0.7	5.3	0.19	0.10	0.19	40.5
Approach		436	2.0	436	2.0	0.248	1.3	NA	0.7	5.3	0.19	0.10	0.19	39.1
North: Crossover 3 (N)														
4	L2	73	2.0	73	2.0	0.172	0.7	LOS A	0.6	4.7	0.37	0.33	0.37	22.6
6	R2	73	2.0	73	2.0	0.172	4.6	LOS A	0.6	4.7	0.37	0.33	0.37	14.0
Approach		145	2.0	145	2.0	0.172	2.6	LOS A	0.6	4.7	0.37	0.33	0.37	19.4
West: Green Link (W)														
7	L2	141	2.0	141	2.0	0.179	4.6	LOS A	0.0	0.0	0.00	0.23	0.00	27.0
8	T1	194	2.0	194	2.0	0.179	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	42.9
Approach		335	2.0	335	2.0	0.179	2.0	NA	0.0	0.0	0.00	0.23	0.00	35.5
All Vehicles		916	2.0	916	2.0	0.248	1.8	NA	0.7	5.3	0.15	0.18	0.15	33.7

MOVEMENT SUMMARY

Site: [Connolly Dr & Aviator Blv & Green Link - 2034 - PM
(Site Folder: 2034)]

Network: N101 [PM (Network Folder: 2034)]

Site Category: (None)
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	HV %	[Total veh/h]	HV %				[Veh. veh]	[Dist m]				
South: Connolly Dr (S)														
1	L2	95	2.0	95	2.0	0.298	5.8	LOS A	2.1	16.3	0.57	0.54	0.57	46.5
2	T1	488	6.8	488	6.8	0.298	6.2	LOS A	2.1	16.3	0.58	0.58	0.58	37.7
3	R2	128	2.0	128	2.0	0.298	12.8	LOS B	2.0	15.2	0.59	0.64	0.59	36.2
Approach		712	5.3	712	5.3	0.298	7.3	LOS A	2.1	16.3	0.58	0.58	0.58	39.7
East: Green Link (E)														
4	L2	41	2.0	41	2.0	0.337	3.9	LOS A	1.8	13.8	0.55	0.59	0.55	41.0
5	T1	134	2.0	134	2.0	0.337	3.4	LOS A	1.8	13.8	0.55	0.59	0.55	45.8
6	R2	154	2.0	154	2.0	0.337	9.4	LOS A	1.8	13.8	0.55	0.59	0.55	30.5
Approach		328	2.0	328	2.0	0.337	6.3	LOS A	1.8	13.8	0.55	0.59	0.55	40.7
North: Connolly Dr (N)														
7	L2	145	2.0	145	2.0	0.197	5.5	LOS A	1.2	9.6	0.48	0.52	0.48	37.9
8	T1	302	7.3	302	7.3	0.197	5.9	LOS A	1.2	9.6	0.50	0.55	0.50	49.3
9	R2	42	2.0	42	2.0	0.197	12.4	LOS B	1.2	9.3	0.51	0.57	0.51	49.4
Approach		489	5.3	489	5.3	0.197	6.3	LOS A	1.2	9.6	0.50	0.54	0.50	47.0
West: Aviator Blvd (W)														
10	L2	19	2.0	19	2.0	0.235	5.0	LOS A	1.1	8.6	0.65	0.62	0.65	41.0
11	T1	129	2.0	129	2.0	0.235	4.6	LOS A	1.1	8.6	0.65	0.62	0.65	41.0
12	R2	33	2.0	33	2.0	0.235	10.5	LOS B	1.1	8.6	0.65	0.62	0.65	43.4
Approach		181	2.0	181	2.0	0.235	5.7	LOS A	1.1	8.6	0.65	0.62	0.65	41.5
All Vehicles		1711	4.3	1711	4.3	0.337	6.7	LOS A	2.1	16.3	0.56	0.58	0.56	42.0

MOVEMENT SUMMARY

Site: [Connolly Dr & New Rd - 2034 - PM (Site Folder: 2034)]

Network: N101 [PM (Network Folder: 2034)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	HV %	[Total veh/h]	HV %				[Veh. veh]	[Dist m]				
South: Connolly Dr (S)														
2	T1	661	6.8	661	6.8	0.180	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
Approach		661	6.8	661	6.8	0.180	0.0	NA	0.0	0.0	0.00	0.00	0.00	69.9
East: New Rd (E)														
4	L2	38	2.0	38	2.0	0.036	3.4	LOS A	0.1	1.0	0.31	0.50	0.31	22.5
Approach		38	2.0	38	2.0	0.036	3.4	LOS A	0.1	1.0	0.31	0.50	0.31	22.5
North: Connolly Dr (N)														
7	L2	81	2.0	81	2.0	0.045	6.7	LOS A	0.0	0.0	0.00	0.57	0.00	49.7
8	T1	452	7.3	452	7.3	0.123	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
Approach		533	6.5	533	6.5	0.123	1.0	NA	0.0	0.0	0.00	0.09	0.00	65.6
All Vehicles		1232	6.5	1232	6.5	0.180	0.6	NA	0.1	1.0	0.01	0.05	0.01	67.8

MOVEMENT SUMMARY

Site: [New Rd & Crossover 1 - 2034 - PM (Site Folder: 2034)] Network: N101 [PM (Network Folder: 2034)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total HV veh/h	%				[Veh. veh	Dist] m				
South: Crossover 1 (S)														
4	L2	21	2.0	21	2.0	0.031	0.0	LOS A	0.1	0.8	0.06	0.07	0.06	18.5
6	R2	21	2.0	21	2.0	0.031	0.8	LOS A	0.1	0.8	0.06	0.07	0.06	18.5
Approach		42	2.0	42	2.0	0.031	0.4	LOS A	0.1	0.8	0.06	0.07	0.06	18.5
East: New Rd (E)														
7	L2	21	2.0	21	2.0	0.021	4.3	LOS A	0.0	0.0	0.00	0.30	0.00	32.3
8	T1	17	2.0	17	2.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	34.4
Approach		38	2.0	38	2.0	0.021	2.4	NA	0.0	0.0	0.00	0.30	0.00	33.1
West: New Rd (W)														
2	T1	60	2.0	60	2.0	0.044	0.0	LOS A	0.1	0.9	0.06	0.13	0.06	36.9
3	R2	21	2.0	21	2.0	0.044	2.3	LOS A	0.1	0.9	0.06	0.13	0.06	40.4
Approach		81	2.0	81	2.0	0.044	0.6	NA	0.1	0.9	0.06	0.13	0.06	38.2
All Vehicles		161	2.0	161	2.0	0.044	1.0	NA	0.1	0.9	0.05	0.15	0.05	29.9

MOVEMENT SUMMARY

Site: [New Rd & Crossover 2 - 2034 - PM (Site Folder: 2034)] Network: N101 [PM (Network Folder: 2034)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total HV veh/h	%				[Veh. veh	Dist] m				
South: Crossover 2 (S)														
4	L2	21	2.0	21	2.0	0.031	0.0	LOS A	0.1	0.8	0.06	0.07	0.06	18.5
6	R2	21	2.0	21	2.0	0.031	0.8	LOS A	0.1	0.8	0.06	0.07	0.06	29.4
Approach		42	2.0	42	2.0	0.031	0.4	LOS A	0.1	0.8	0.06	0.07	0.06	25.8
East: New Rd (E)														
7	L2	21	2.0	21	2.0	0.021	4.6	LOS A	0.0	0.0	0.00	0.30	0.00	33.5
8	T1	17	2.0	17	2.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.30	0.00	35.7
Approach		38	2.0	38	2.0	0.021	2.6	NA	0.0	0.0	0.00	0.30	0.00	34.4
West: New Rd (W)														
2	T1	60	2.0	60	2.0	0.044	0.0	LOS A	0.1	0.9	0.06	0.14	0.06	44.2
3	R2	21	2.0	21	2.0	0.044	4.4	LOS A	0.1	0.9	0.06	0.14	0.06	40.8
Approach		81	2.0	81	2.0	0.044	1.2	NA	0.1	0.9	0.06	0.14	0.06	43.6
All Vehicles		161	2.0	161	2.0	0.044	1.3	NA	0.1	0.9	0.05	0.16	0.05	37.1

MOVEMENT SUMMARY

Site: [New Rd & Crossover 3 - 2034 - PM (Site Folder: 2034)] Network: N101 [PM (Network Folder: 2034)]

Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	DEMAND FLOWS		ARRIVAL FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total HV] veh/h	%				[Veh. veh	Dist] m				
East: Green Link (E)														
2	T1	229	2.0	229	2.0	0.205	0.9	LOS A	0.9	6.7	0.34	0.19	0.34	33.0
3	R2	99	2.0	99	2.0	0.205	6.2	LOS A	0.9	6.7	0.34	0.19	0.34	35.4
Approach		328	2.0	328	2.0	0.205	2.5	NA	0.9	6.7	0.34	0.19	0.34	33.8
North: Crossover 3 (N)														
4	L2	99	2.0	99	2.0	0.238	1.3	LOS A	0.9	6.8	0.47	0.44	0.47	22.2
6	R2	99	2.0	99	2.0	0.238	4.6	LOS A	0.9	6.8	0.47	0.44	0.47	13.5
Approach		198	2.0	198	2.0	0.238	2.9	LOS A	0.9	6.8	0.47	0.44	0.47	19.0
West: Green Link (W)														
7	L2	93	2.0	93	2.0	0.213	4.6	LOS A	0.0	0.0	0.00	0.13	0.00	28.4
8	T1	311	2.0	311	2.0	0.213	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	45.8
Approach		403	2.0	403	2.0	0.213	1.1	NA	0.0	0.0	0.00	0.13	0.00	41.2
All Vehicles		929	2.0	929	2.0	0.238	2.0	NA	0.9	6.8	0.22	0.22	0.22	34.2

Appendix D

PARKING ASSESSMENT



Engineering a better future for **over 20 years!**

Table D1: Percentage of parking demand temporal analysis – Typical Friday

Time	Fish & Chips	Asian/Indian	Pizza/Pasta	Kebabs	Beauty	Nail Bar	Hairdresser	Barber	Bakery/Coffee	Pharmacy/Lotto	Liquor	Vet	Medical	Gym	Café	Supermarket	Child Care Centre	Fast Food 1	Fast Food 2	
6:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	40%	0%	10%	0%	0%	
7:00	0%	0%	0%	0%	0%	0%	0%	0%	70%	20%	10%	30%	30%	50%	70%	20%	50%	0%	0%	
8:00	0%	0%	0%	0%	20%	20%	20%	20%	90%	30%	20%	40%	40%	40%	90%	30%	100%	0%	0%	
9:00	0%	0%	0%	0%	70%	70%	70%	70%	90%	40%	30%	60%	60%	40%	90%	40%	50%	0%	0%	
10:00	20%	20%	20%	20%	90%	90%	90%	90%	90%	50%	40%	70%	70%	40%	90%	50%	20%	20%	20%	
11:00	50%	50%	50%	50%	90%	90%	90%	90%	90%	60%	50%	80%	80%	40%	90%	90%	20%	30%	30%	
12:00	70%	70%	70%	70%	60%	60%	60%	60%	70%	80%	60%	80%	80%	40%	70%	90%	20%	50%	50%	
13:00	80%	80%	80%	80%	60%	60%	60%	60%	70%	80%	70%	80%	80%	40%	70%	90%	20%	60%	60%	
14:00	50%	50%	50%	50%	70%	70%	70%	70%	30%	80%	70%	80%	80%	40%	30%	80%	30%	50%	50%	
15:00	30%	30%	30%	30%	80%	80%	80%	80%	20%	80%	70%	80%	80%	40%	20%	70%	60%	30%	30%	
16:00	20%	20%	20%	20%	80%	80%	80%	80%	50%	90%	70%	80%	80%	40%	20%	70%	80%	20%	20%	
17:00	50%	50%	50%	50%	50%	50%	50%	50%	60%	90%	80%	50%	50%	70%	0%	60%	80%	50%	50%	
18:00	70%	70%	70%	70%	20%	20%	20%	20%	50%	50%	90%	30%	30%	80%	0%	50%	0%	70%	70%	
19:00	90%	90%	90%	90%	0%	0%	0%	0%	0%	0%	90%	0%	0%	90%	0%	40%	0%	90%	90%	
20:00	80%	80%	80%	80%	0%	0%	0%	0%	0%	0%	90%	0%	0%	60%	0%	30%	0%	80%	80%	
21:00	50%	50%	50%	50%	0%	0%	0%	0%	0%	0%	80%	0%	0%	20%	0%	20%	0%	50%	50%	
Requirements Based on DPS No.2	2.50	2.50	2.50	2.50	6.37	6.02	6.30	6.23	3.00	22.40	15.40	15.00	25.00	11.50	8.75	70.00	13.50	16.56	11.57	
Provided																				248.00
Surplus/ shortfall (+/-)																				223.00
Surplus/ shortfall (+/-)																				-25.00

Table D2: Percentage of parking demand temporal analysis – Typical Saturday

Time	Fish & Chips	Asian/Indian	Pizza/Pasta	Kebabs	Beauty	Nail Bar	Hairdresser	Barber	Bakery/Coffee	Pharmacy/Lotto	Liquor	Vet	Medical	Gym	Café	Supermarket	Child Care Centre	Fast Food 1	Fast Food 2	
6:00	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	40%	40%	0%	0%	0%	0%	
7:00	0%	0%	0%	0%	0%	0%	0%	0%	70%	30%	10%	40%	40%	50%	70%	30%	0%	0%	0%	
8:00	0%	0%	0%	0%	30%	30%	30%	30%	100%	40%	20%	50%	50%	60%	100%	40%	0%	0%	0%	
9:00	0%	0%	0%	0%	80%	80%	80%	80%	100%	50%	30%	100%	100%	70%	100%	50%	0%	0%	0%	
10:00	30%	30%	30%	30%	100%	100%	100%	100%	100%	60%	40%	100%	100%	100%	100%	60%	0%	30%	30%	
11:00	60%	60%	60%	60%	100%	100%	100%	100%	100%	100%	50%	90%	90%	100%	100%	100%	0%	40%	40%	
12:00	80%	80%	80%	80%	70%	70%	70%	70%	80%	100%	60%	90%	90%	40%	80%	100%	0%	60%	60%	
13:00	90%	90%	90%	90%	70%	70%	70%	70%	80%	100%	70%	90%	90%	40%	80%	100%	0%	70%	70%	
14:00	50%	50%	50%	50%	80%	80%	80%	80%	40%	80%	70%	90%	90%	40%	70%	90%	0%	60%	60%	
15:00	30%	30%	30%	30%	90%	90%	90%	90%	30%	80%	70%	90%	90%	40%	60%	80%	0%	40%	40%	
16:00	20%	20%	20%	20%	90%	90%	90%	90%	60%	90%	80%	90%	90%	40%	50%	80%	0%	30%	30%	
17:00	50%	50%	50%	50%	60%	60%	60%	60%	70%	90%	90%	60%	60%	70%	0%	70%	0%	60%	60%	
18:00	80%	80%	80%	80%	30%	30%	30%	30%	60%	50%	100%	40%	40%	80%	0%	60%	0%	80%	80%	
19:00	100%	100%	100%	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	80%	0%	50%	0%	100%	100%	
20:00	90%	90%	90%	90%	0%	0%	0%	0%	0%	0%	100%	0%	0%	60%	0%	40%	0%	90%	90%	
21:00	50%	50%	50%	50%	0%	0%	0%	0%	0%	0%	90%	0%	0%	20%	0%	30%	0%	60%	60%	
Requirements Based on DPS No.2	2.50	2.50	2.50	2.50	6.37	6.02	6.30	6.23	3.00	22.40	15.40	15.00	25.00	11.50	8.75	70.00	13.50	16.56	11.57	
Provided																				248.00
Surplus/ shortfall (+/-)																				223.00
Surplus/ shortfall (+/-)																				-25.00

Table D3: Parking assessment – Typical Friday

Time	Fish & Chips	Asian/Indian	Pizza/Pasta	Kebabs	Beauty	Nail Bar	Hairdresser	Barber	Bakery/Coffee	Pharmacy/Lotto	Liquor	Vet	Medical	Gym	Café	Supermarket	Child Care Centre	Fast Food 1	Fast Food 2	Total demand	Parking Surplus/Shortfall (245-Total)	parking supply
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	1	0	0	9	214	223
7:00	0	0	0	0	0	0	0	0	2	4	2	5	8	6	6	14	7	0	0	53	170	223
8:00	0	0	0	0	1	1	1	1	3	7	3	6	10	5	8	21	14	0	0	80	143	223
9:00	0	0	0	0	4	4	4	4	3	9	5	9	15	5	8	28	7	0	0	105	118	223
10:00	1	1	1	1	6	5	6	6	3	11	6	11	18	5	8	35	3	3	2	128	95	223
11:00	1	1	1	1	6	5	6	6	3	13	8	12	20	5	8	63	3	5	3	170	53	223
12:00	2	2	2	2	4	4	4	4	2	18	9	12	20	5	6	63	3	8	6	174	49	223
13:00	2	2	2	2	4	4	4	4	2	18	11	12	20	5	6	63	3	10	7	179	44	223
14:00	1	1	1	1	4	4	4	4	1	18	11	12	20	5	3	56	4	8	6	165	58	223
15:00	1	1	1	1	5	5	5	5	1	18	11	12	20	5	2	49	8	5	3	156	67	223
16:00	1	1	1	1	5	5	5	5	2	20	11	12	20	5	2	49	11	3	2	158	65	223
17:00	1	1	1	1	3	3	3	3	2	20	12	8	13	8	0	42	11	8	6	147	76	223
18:00	2	2	2	2	1	1	1	1	2	11	14	5	8	9	0	35	0	12	8	114	109	223
19:00	2	2	2	2	0	0	0	0	0	0	14	0	0	10	0	28	0	15	10	87	136	223
20:00	2	2	2	2	0	0	0	0	0	0	14	0	0	7	0	21	0	13	9	72	151	223
21:00	1	1	1	1	0	0	0	0	0	0	12	0	0	2	0	14	0	8	6	48	175	223

Table D4: Parking assessment – Typical Saturday

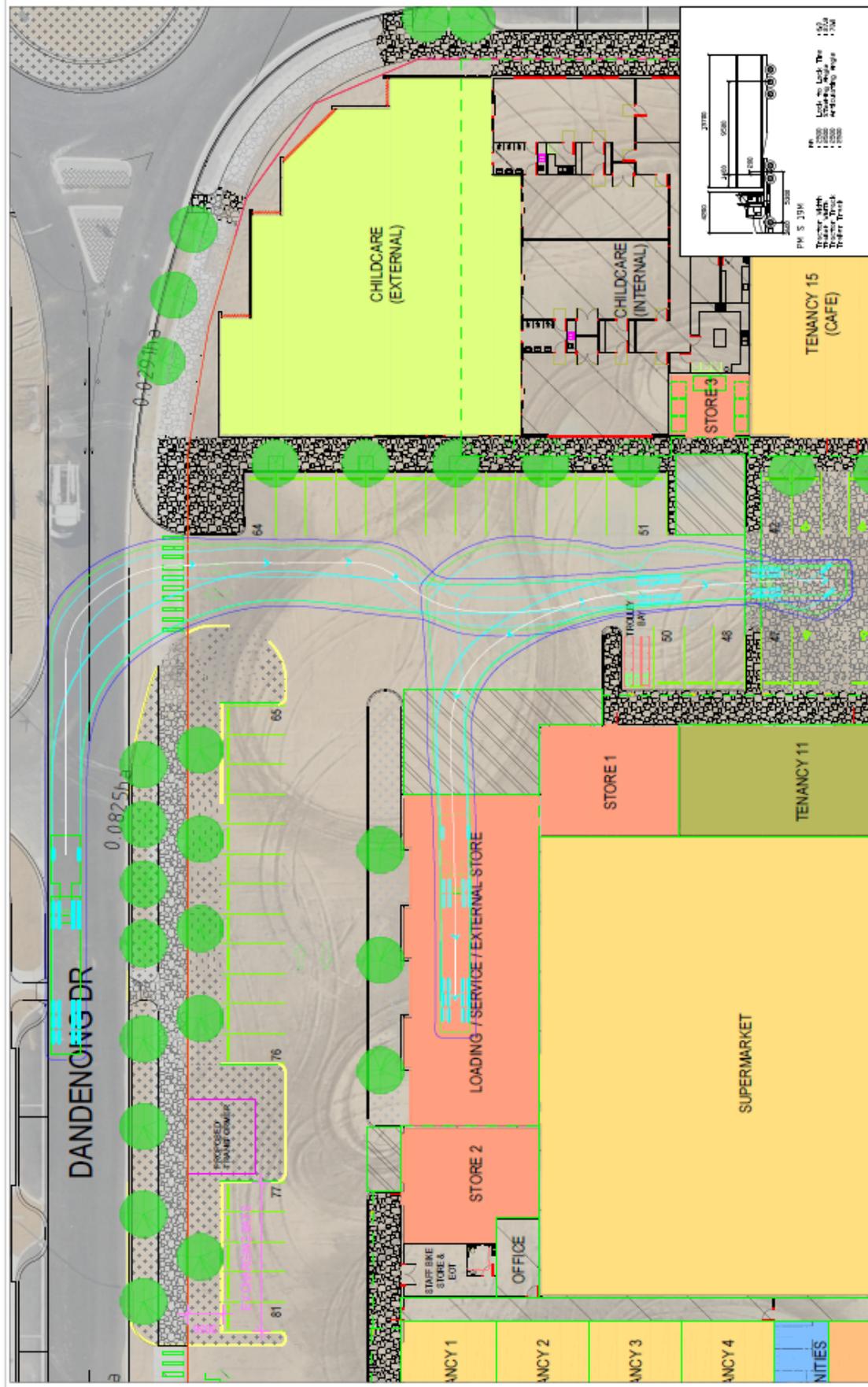
Time	Fish & Chips	Asian/Indian	Pizza/Pasta	Kebabs	Beauty	Nail Bar	Hairdresser	Barber	Bakery/Coffee	Pharmacy/Lotto	Liquor	Vet	Medical	Gym	Café	Supermarket	Child Care Centre	Fast Food 1	Fast Food 2	Total demand	Parking Surplus/Shortfall (251-Total)	parking supply
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	8	215	223
7:00	0	0	0	0	0	0	0	0	2	7	2	6	10	6	6	21	0	0	0	59	164	223
8:00	0	0	0	0	2	2	2	2	3	9	3	8	13	7	9	28	0	0	0	86	137	223
9:00	0	0	0	0	5	5	5	5	3	11	5	15	25	8	9	35	0	0	0	131	92	223
10:00	1	1	1	1	6	6	6	6	3	13	6	15	25	12	9	42	0	5	3	161	62	223
11:00	2	2	2	2	6	6	6	6	3	22	8	14	23	12	9	70	0	7	5	202	21	223
12:00	2	2	2	2	4	4	4	4	2	22	9	14	23	5	7	70	0	10	7	194	29	223
13:00	2	2	2	2	4	4	4	4	2	22	11	14	23	5	7	70	0	12	8	199	24	223
14:00	1	1	1	1	5	5	5	5	1	18	11	14	23	5	6	63	0	10	7	181	42	223
15:00	1	1	1	1	6	5	6	6	1	18	11	14	23	5	5	56	0	7	5	168	55	223
16:00	1	1	1	1	6	5	6	6	2	20	12	14	23	5	4	56	0	5	3	168	55	223
17:00	1	1	1	1	4	4	4	4	2	20	14	9	15	8	0	49	0	10	7	154	69	223
18:00	2	2	2	2	2	2	2	2	2	11	15	6	10	9	0	42	0	13	9	134	89	223
19:00	3	3	3	3	0	0	0	0	0	0	15	0	0	9	0	35	0	17	12	98	125	223
20:00	2	2	2	2	0	0	0	0	0	0	15	0	0	7	0	28	0	15	10	85	138	223
21:00	1	1	1	1	0	0	0	0	0	0	14	0	0	2	0	21	0	10	7	59	164	223

Appendix E

TURN PATH PLAN



Engineering a better future for **over 20 years!**



Lot 3128 Expedition Drive, Catalina Estate
 19m Service Vehicle
 Service vehicle entry

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

t22.168.sk11e
 16/07/2024
 Scale: 1:300 @ A3

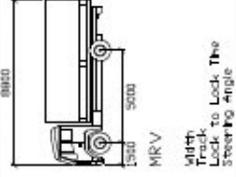


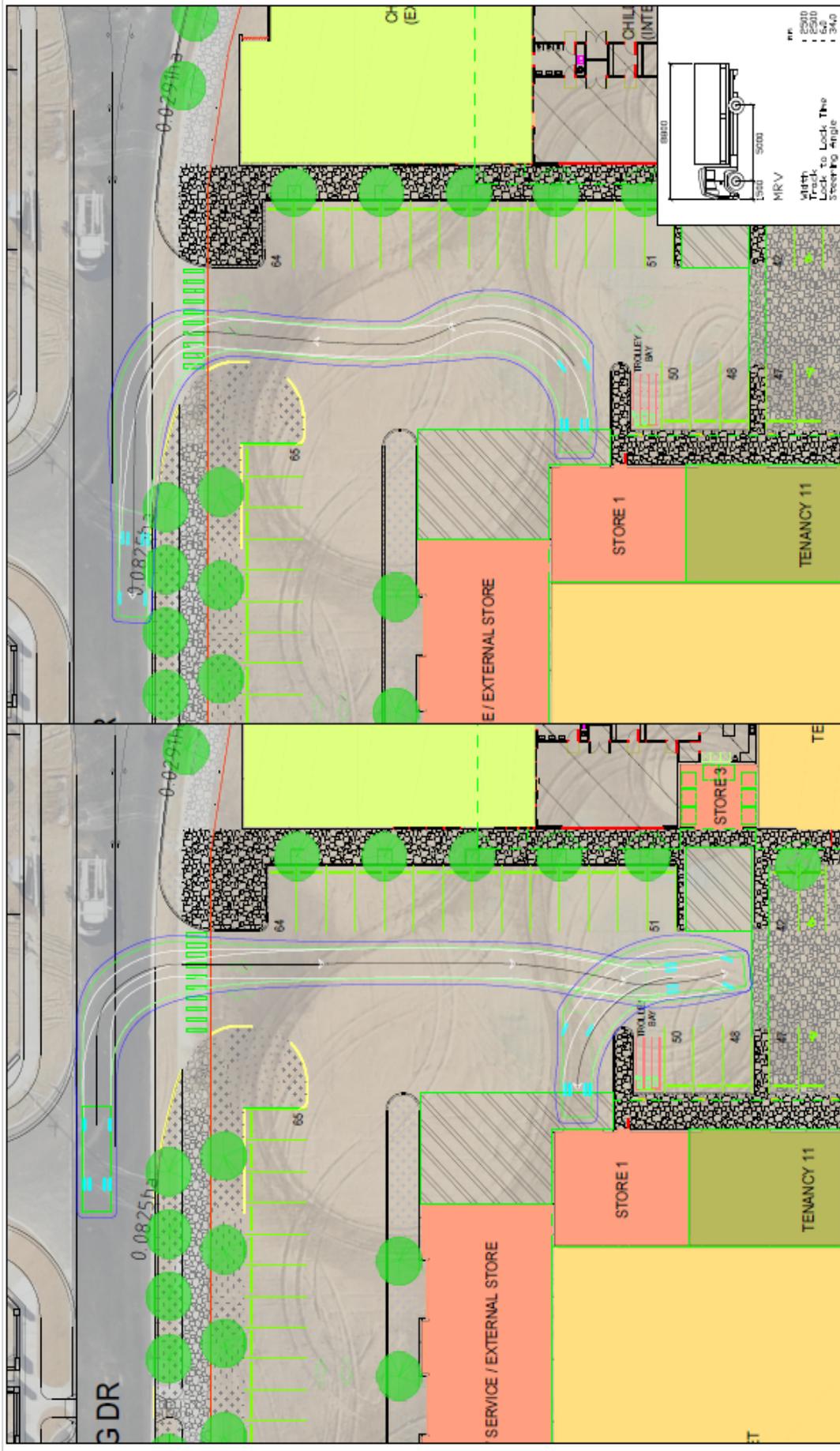


Lot 3128 Expedition Drive, Catalina Estate
 8.8m Service Vehicle
 Service vehicle exit

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

t22.168.sk14e
 16/07/2024
 Scale: 1:300 @ A3



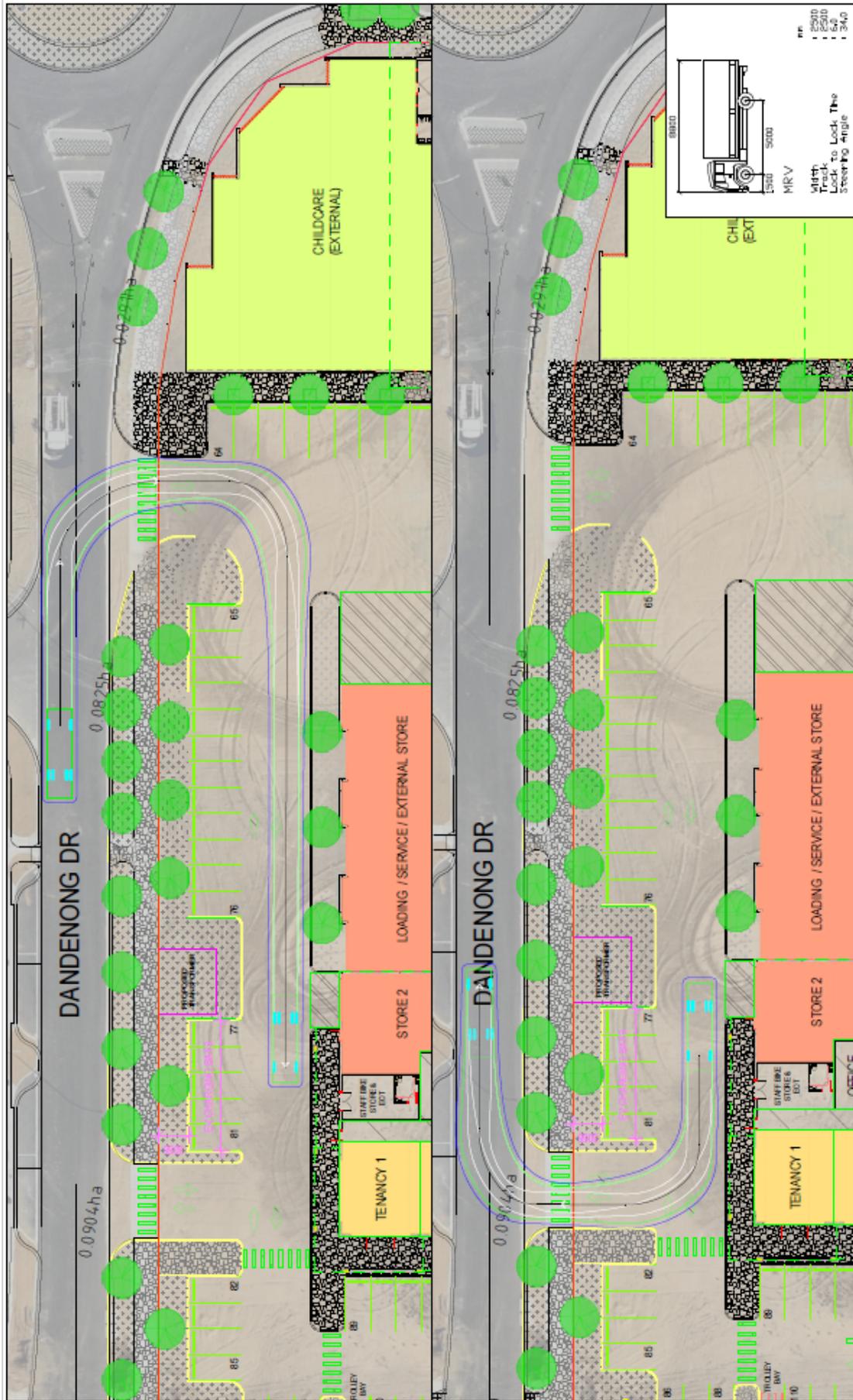


t22.168.sk15e
16/07/2024
Scale: 1:300 @ A3

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

Lot 3128 Expedition Drive, Catalina Estate
 8.8m Service Vehicle
 Store 1 entry and exit





Lot 3128 Expedition Drive, Catalina Estate

8.8m Service Vehicle
Service vehicle entry and exit

LEGEND

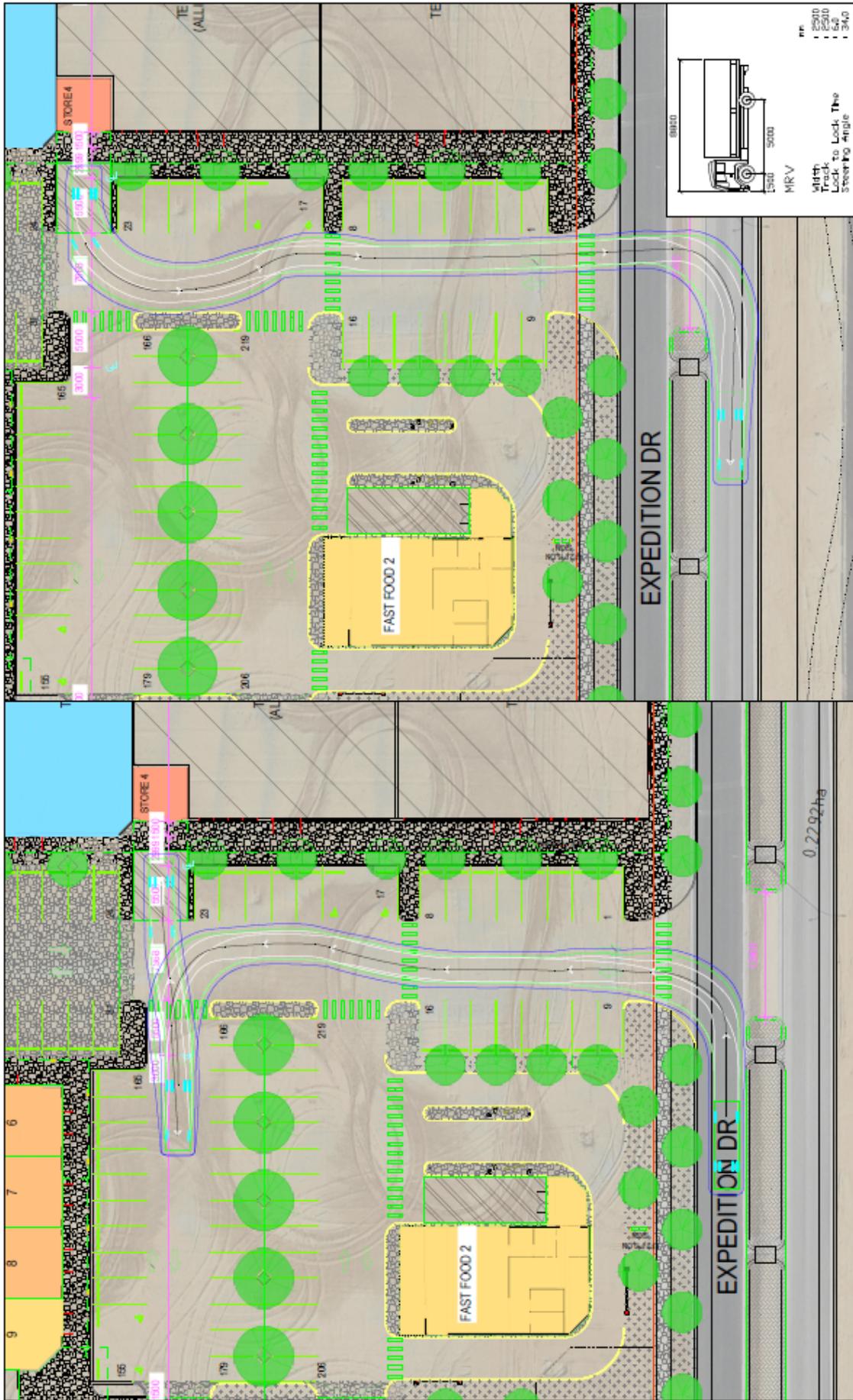
- Vehicle Body
- Wheel Path
- 500mm Clearance

122.168.sk16e

16/07/2024

Scale: 1:350 @ A3

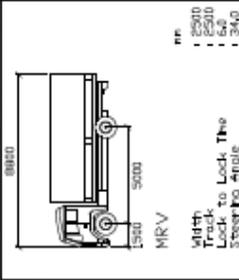


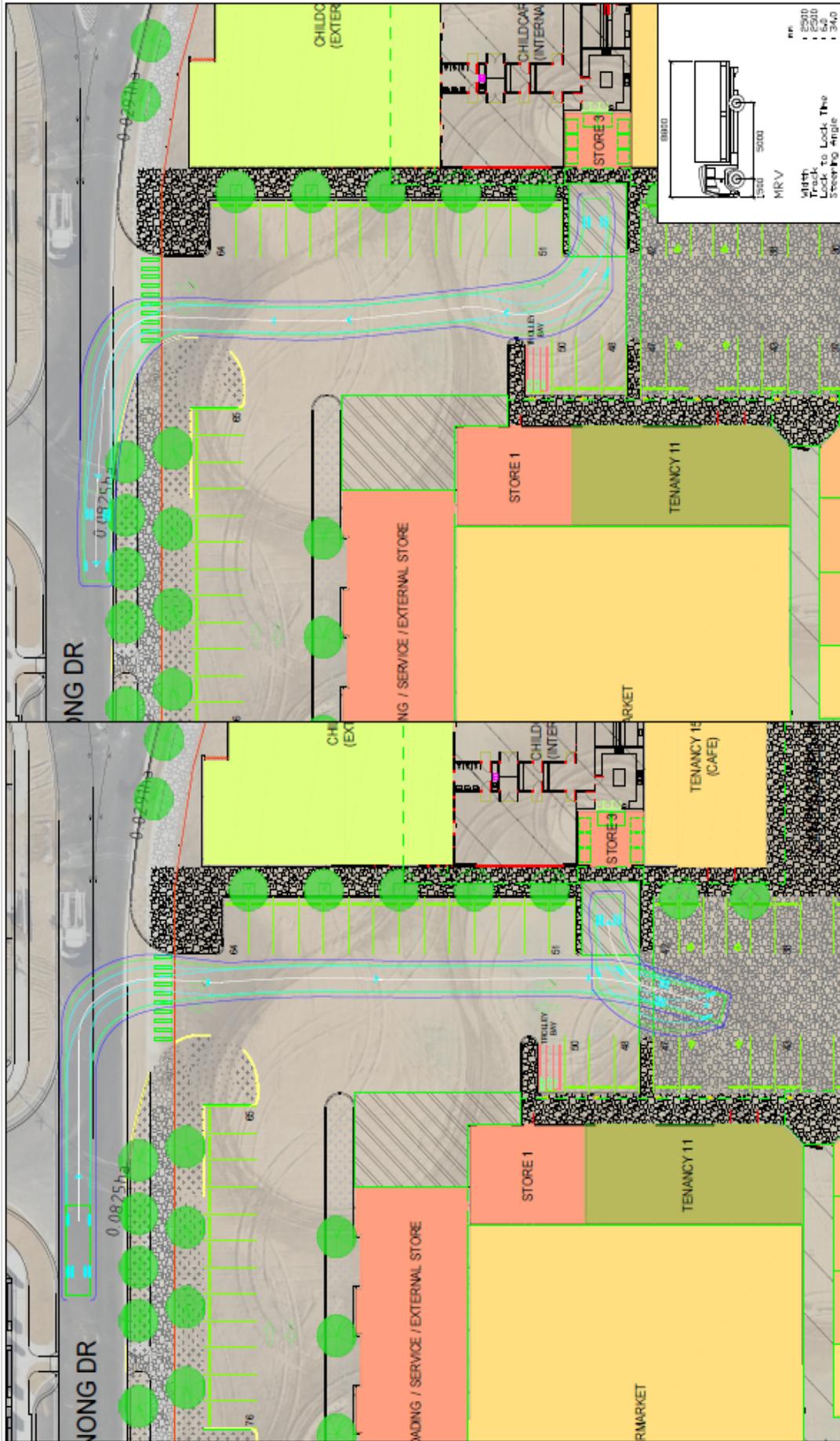


Lot 3128 Expedition Drive, Catalina Estate
 8.8m Service Vehicle
 Store 4 entry and exit

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

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 16/07/2024
 Scale: 1:350 @ A3





transcore
 122.168.sk18a
 16/07/2024
 Scale: 1:350 @ A3

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance

Lot 3128 Expedition Drive, Catalina Estate
 8.8m Service Vehicle
 Store 3 entry and exit

Design Review Panel Meeting Minutes

Meeting Date: 23 May 2024
Meeting Venue: City of Wanneroo
Meeting Commenced: 10:00am

1. Attendance

Review Panel Members

Dominic Snellgrove	Chair
Munira Mackay	Panel Member
Simon Venturi	Panel Member
Tony Blackwell	Panel Member

Proponents

Item No. 4.1
Matthew Cain Planning Solutions

City of Wanneroo Officers

Mel Sun	Coordinator Planning Services
Aaron Jones	Planner
Frankie Selbie	A/Planning Support Officer

2. Apologies

Greg Bowering (Manager Approval Services)

3. Declaration of Interest

In accordance of part 5 of the Terms of Reference

4. Design Review Applications

Item 4.1

4.1 Property Location:	Lot 3128 (1K) Expedition Drive, Clarkson
DRP No:	DRP 2024/10
Development Description:	Catalina Neighbourhood Centre
Applicant:	Matthew Cain – Planning Solutions
Owner:	Lightpoint Nominees Pty Ltd

4.1a Officer Presentation

4.1b Proponent Presentation

4.1c Design Principals

Items presented to the Design Review Panel are assessed by a panel of architects and urban and landscape designers referencing the 11 Design Principals outlined in Appendix 1 of Local Planning Policy 4.23 – Design Review Panel, which are:

1. Context and Character
2. Landscape Quality
3. Built form and Scale
4. Functionality and Build Quality
5. Sustainability
6. Amenity
7. Legibility
8. Safety
9. Community
10. Aesthetics
11. Accessibility

The Panel will provide commentary in relation to those areas of the proposal that demonstrate strengths and design weaknesses and those areas that would benefit from further improvement.

- (a) Strengths of the Proposal
- (b) Weaknesses of the Proposal
- (c) Suggested Improvements to the Proposal
- (d) Recommendation

Design review report and recommendations Item 4.1 – Catalina Neighbourhood Centre Lot 3128 (1K) Expedition Drive, Clarkson		
Design quality evaluation		
		<i>Supported</i>
		<i>Pending further attention</i>
		<i>Not supported</i>
		<i>Insufficient information to evaluate</i>
Strengths of the proposal		<ul style="list-style-type: none"> The project will deliver valuable amenity, convenience and variety to a growing neighbourhood and resident population. The project is largely compliant and in line with the principles set by the LDP. The highlight of the project is the arrangement of built form associated with the Kuranda Dr streetscape. This will ensure an activated and pedestrian focused public domain. The insertion of a strong pedestrian link from Kuranda Dr and through to the supermarket and specialty is an important and successful device that clearly and legibly connects the public domain with the internalise supermarket and retail precinct. The supermarket 'box is successfully sleeved with active and engaged shopfronts and tenancies. Further pedestrian pathways through the site, both north to south and east to west, have the capacity to deliver clear legible cross-site permeability and connectivity. The extent of facade layering through planar setbacks along with the inclusion of a variety of materials assists with mediating the built form and scale of shop fronts as they present to the public realm. The use of face brick and the variation in parapet height further assists with the visual rhythm and presentation of the shopfronts. The use of raised and paved pedestrian zones that traverse the car park roadways assists with prioritising the pedestrian realm over the vehicular realm and will assist with calming traffic movements. The childcare centre enjoys north facing solar for its indoor and outdoor activity spaces. The Proponent is commended for incorporating openable windows to major living spaces within the childcare centre including cot rooms and staff rooms. The incorporation of solar tubes in the corridor spaces of the childcare centre is commended. The Proponent is commended for appointing a landscape professional. The Proponent is commended for appointing an ESD professional.
Principle 1 - Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
		<ul style="list-style-type: none"> Whilst the masterplan is largely compliant with the structure plan and LDP, the plan layout internalises most activity (apart from Kuranda Drive) and organises the retail experience around a car park interface with the Dandenong Parade interface relegated to a back of house car park and service dock experience. The further detachment of Tenancies 1-6 from the Kuranda Drive tenancies removes the opportunity for the retail to achieve a critical mass of activity and interface.

	<ul style="list-style-type: none"> • The childcare wall does not incorporate a landscape setback from the public realm footpath. • The childcare wall also lacks attention to detail, variety in materiality, form, scale and permeability with the resulting presentation to the public realm being bland, unarticulated and visually invasive. • Whilst the extensive street front glazing to Dandenong Parade is supported there is a danger that the vet and medical centre uses will result in blank and screened windows overlooking the public realm.
<p>Recommendation</p>	<ul style="list-style-type: none"> • The Proponent is invited to reconsider the way that some of the built form is arranged on site to better embed the project within its residential context enhance and provide a more robust economic framework for operations. Consider the following exercise as discussed: <ul style="list-style-type: none"> ○ Flip the retail & supermarket box along its north-south axis so that Tenancies 1-6 face the childcare and Tenancies 15 & 14. ○ Then flip the retail and supermarket box along its east-west axis so that tenancies 6-10 and the supermarket entry face Dandenong Parade. ○ Then slide the retail and supermarket box to engage with Dandenong Parade (being mindful of the transformer). • This will result in several commercial and public realm benefits: <ul style="list-style-type: none"> ○ The retail f&b Tenancies 1-6 will face the public thoroughfare that links Kuranda Dr to the centre and will assist in creating a critical mass of activity centred around that node. ○ Dandenong Parade will be activated by the supermarket and Tenancies 6-10 creating a vibrant streetscape and public domain and giving the supermarket a street facing address. ○ The service dock and car park will be almost entirely sleeved from the Dandenong Parade and Kuranda Drive public domain. • Also consider: <ul style="list-style-type: none"> ○ Introducing a greater area of raised paving between the retail and supermarket box and the childcare and Tenancy 14. This will create a pedestrian priority 'plaza' that will better connect the east side of the development with the retail and supermarket box. ○ Introduce and broaden raised paved pedestrian pathways in all areas where zebra crossings are indicated to clearly prioritise pedestrian movement over vehicular movement. ○ If the retail and supermarket box is not to be flipped then comply with the requirement for 3m landscaped setbacks to Connolly Dr and Dandenong Parade to better mitigate the visual impact of tarmac and car parking and reduce urban heat island effect. ○ Introduce as much tree canopy as possible, within the parking bays, the enlarged landscaped setbacks and the plaza connection between Kuranda Dr and the retail heart. • Introduce a setback to the childcare walled activity space to allow for a landscape buffer to assist with mediating the built form, scale and length of the wall interface with the public domain. • Apply further design consideration to the childcare wall/fence. Introduce layering and depth, by way of modest setbacks, varying parapet height modestly, additional texture, materiality and permeability, balancing privacy with visibility. • Consider tenancy guidelines that ensure the glazing to Kuranda Drive is not obscured and the built form is allowed to engage with the public domain.

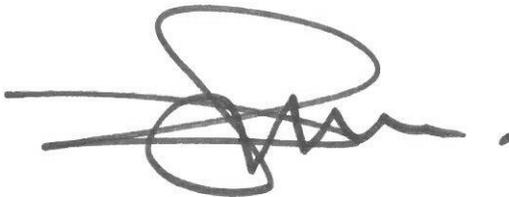
		<ul style="list-style-type: none"> Consider implementing 'green' elements into the design to respond to the context of the estate, being the Catalina Green.
Principle 2 - Landscape quality		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
		<ul style="list-style-type: none"> The landscape site area proposed is well below the required amount at 5.3% in lieu of 8% (excluding the childcare outdoor play area). The amount of tree canopy proposed falls well short of that which is required at 38 trees in lieu of 57. The landscaped setbacks at Dandenong Drive and Connolly Drive fall short of the minimum 3M requirement. Limited information was available on the childcare outdoor play area.
Recommendation		<ul style="list-style-type: none"> Ensure the full 3M setback applies to Dandenong Drive and Connolly Drive to ensure adequate landscape site coverage and tree canopy (1 tree per 4 bays) as well as adequate screening of the car park and bitumen areas (should an alternative masterplan arrangement as per Principle 1 not be pursued). Consider a landscape design for the childcare outdoor play area that does not include artificial turf and maximises soft authentic landscape. Ensure species selection is consistent with current and future climate conditions.
Principle 3 - Built form and scale		<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>
		<ul style="list-style-type: none"> The built form and scale are supported. However, please see commentary under Principle 1 context and character.
Recommendation		<ul style="list-style-type: none"> None.
Principle 4 - Functionality and build quality		<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>
		<ul style="list-style-type: none"> A roof plan illustrating the location and extent of plant equipment was not available for review. A waste management strategy for on-site collect was not available for review. The depth of the awnings is limited. The footpath on the western side of the CCC is very narrow and limits opportunity for pedestrian use, especially where prams will be used.
Recommendation		<ul style="list-style-type: none"> Include a roof plan and sections illustrating the location and extent of plan. Include a waste management report covering collection, recycling stations and waste management strategy including medical waste. Consider deeper awnings that will provide enhanced weather protection. Consider widening the footpaths in certain locations.
Principle 5 - Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
		<ul style="list-style-type: none"> The Proponent is commended for appointing an ESD professional and exploring several ESD initiatives.
Recommendation		<ul style="list-style-type: none"> The Panel look forward to seeing the ESD report and understanding the extent of project commitments. Consider incorporating recycling stations within the development.

Principle 6 - Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
		<ul style="list-style-type: none"> The proposal offers the opportunity to provide high levels of amenity to staff, service providers and visitors. It was not clear from the drawings how and where EOT facilities are to be provided. Whilst the solar tubes in the childcare centre are welcome there remains an opportunity to include more roof lights.
Recommendation		<ul style="list-style-type: none"> Illustrate the location and extent of EOT facilities and a staff bicycle store. Consider solar tubes or operable roof lights to the rear of the activity rooms in the childcare centre to facilitate greater access to natural light and/or ventilation. Consider additional roof lights to the retail mall. Ensure the cot rooms have windows that can be opened to allow for ventilation and purging in between use.
Principle 7 - Legibility		<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>
		<ul style="list-style-type: none"> The master plan incorporates adequate cross site connectivity both north to south and east to west. However, an alternative masterplan that orientates retail activity towards the street would enhance legibility and connectivity with the public domain. Whilst the cross-site linkages are legible they are impacted by vehicle prioritised crossings, some of which are extensive in length raising concerns about safety and usability.
Recommendation		<ul style="list-style-type: none"> Introducing a greater area of raised paving between the retail and supermarket box and the childcare and Tenancy 14. This will create a pedestrian priority 'plaza' that will better connect the east side of the development with the retail and supermarket box. Introduce and broaden raised paved pedestrian pathways in all areas where zebra crossings are indicated to clearly prioritise pedestrian movement over vehicular movement.
Principle 8 – Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
		<ul style="list-style-type: none"> Whilst the cross-site linkages are legible they are impacted by vehicle prioritised crossings, some of which are extensive in length raising concerns about safety and usability.
Recommendation		<ul style="list-style-type: none"> Introducing a greater area of raised paving between the retail and supermarket box and the childcare and Tenancy 14. This will create a pedestrian priority 'plaza' that will better connect the east side of the development with the retail and supermarket box. Introduce and broaden raised paved pedestrian pathways in all areas where zebra crossings are indicated to clearly prioritise pedestrian movement over vehicular movement. Consider locating bicycle parking near the main entry of the centre.
Principle 9 – Community		<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>
		<ul style="list-style-type: none"> The project will deliver valuable amenity, convenience and variety to a growing neighbourhood and resident population.
Recommendation		<ul style="list-style-type: none"> None.

Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
		<ul style="list-style-type: none"> • The childcare wall/fence does not incorporate a landscape setback from the public realm footpath. • The wall also lacks attention to detail, variety in materiality, form, scale and permeability with the resulting presentation to the public realm being bland, unarticulated and visually invasive. • The proposed colour scheme does not appear to reference the local context and is dominated by bright primary colours and black. • The canopy over the main plaza entry from Kuranda Drive is quite heavy in appearance and scale.
Recommendation		<ul style="list-style-type: none"> • Introduce a setback to the childcare walled activity space to allow for a landscape buffer to assist with mediating the built form, scale and length of the wall interface with the public domain. • Apply further design consideration to the childcare wall/fence. Introduce layering and depth, by way of modest setbacks, varying parapet height modestly, additional texture, materiality and permeability, balancing privacy with visibility. • Consider a palette of colours that references the local flora. Perhaps consider a more muted and pastel palette in lieu of bright red and black. • Consider redesigning the entry plaza canopy to a lighter and more refined entry and/or more shade tree canopy and soft landscape in lieu of some paving.
Key issues/recommendations	<ul style="list-style-type: none"> • The project is largely compliant and in line with the principles set by the LDP. • The Panel are supportive of the proposal in principle but invite the Proponent to consider an alternative masterplan arrangement as discussed in the review and described under Principle 1 context and character to achieve an enhanced public domain interface and to consolidate retail and commercial operations around a centralised node. • The Proponent is invited to respond to commentary under Principles 1-10 and revert to the Panel. • Particular attention should be paid to the potential for additional soft landscape, raised paving areas and additional tree/shade canopy. 	

Design Review progress			
	<i>Supported</i>		
	<i>Pending further attention</i>		
	<i>Not yet supported</i>		
	<i>Yet to be addressed</i>		
	<i>DR1</i>	<i>DR2</i>	<i>DR3</i>
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			

Signed by Chair – Dominic Snellgrove



Dated:2024-05-24

5. NEXT MEETING:

(Add date) – (If any submissions are received)

6. MEETING CLOSED:

The meeting closed at 11:15am.



ACCOMMODATION SCHEDULE

PROPOSED TENANT	AREA
FAST FOOD 1	266 m ²
FAST FOOD 2 - ALFRESCO	202 m ²
TENANCY 1	27 m ²
TENANCY 2	78 m ²
TENANCY 3	76 m ²
TENANCY 4	76 m ²
TENANCY 5	91 m ²
TENANCY 6	86 m ²
TENANCY 7	90 m ²
TENANCY 8	89 m ²
TENANCY 9	87 m ²
TENANCY 10	321 m ²
TENANCY 11	220 m ²
TENANCY 12	759 m ²
TENANCY 13	771 m ²
TENANCY 14	457 m ²
TENANCY 15	270 m ²
SUPERMARKET	1400 m ²
LOADING / SERVICE / EXTERNAL STORE	332 m ²
CHILD CARE - OUTDOOR PLAY AREA	674 m ²
OFFICE	740 m ²
STORE 1	25 m ²
STORE 2	118 m ²
STORE 3	152 m ²
STORE 4	36 m ²
STORE 4	31 m ²

NOTE: ALL TENANCY AREAS IN SCHEDULE ABOVE ARE MEASURED TO THE CENTRE LINE OF INTERTENANCY WALLS (WHERE APPLICABLE) AND THE OUTERMOST FACE OF THE PERIMETER WALLS OF EACH TENANCY.

SITE INFORMATION:

TOTAL LOT / SITE AREA:	19,850m ²
DEVELOPMENT SUMMARY	
• SUPERMARKET (ANCHOR TENANCY)	1,400m ²
• RETAIL & FAST-FOOD TENANCIES	2,512m ²
• CHILD CARE CENTRE	674m ²
• MEDICAL TENANCIES	1,530m ²
• ANCILLARY SPACES	1,061m ²
TOTAL:	7,177m ²
NUMBER OF PROPOSED CAR BAYS:	
- 210 OFF STANDARD CAR BAYS	226
- 5 OFF EV CHARGING BAYS	
- 11 OFF UNIVERSALLY ACCESSIBLE CAR BAYS	
NUMBER OF PROPOSED PUBLIC BIKE PARKING:	
	22

1 SITE PLAN
1:400



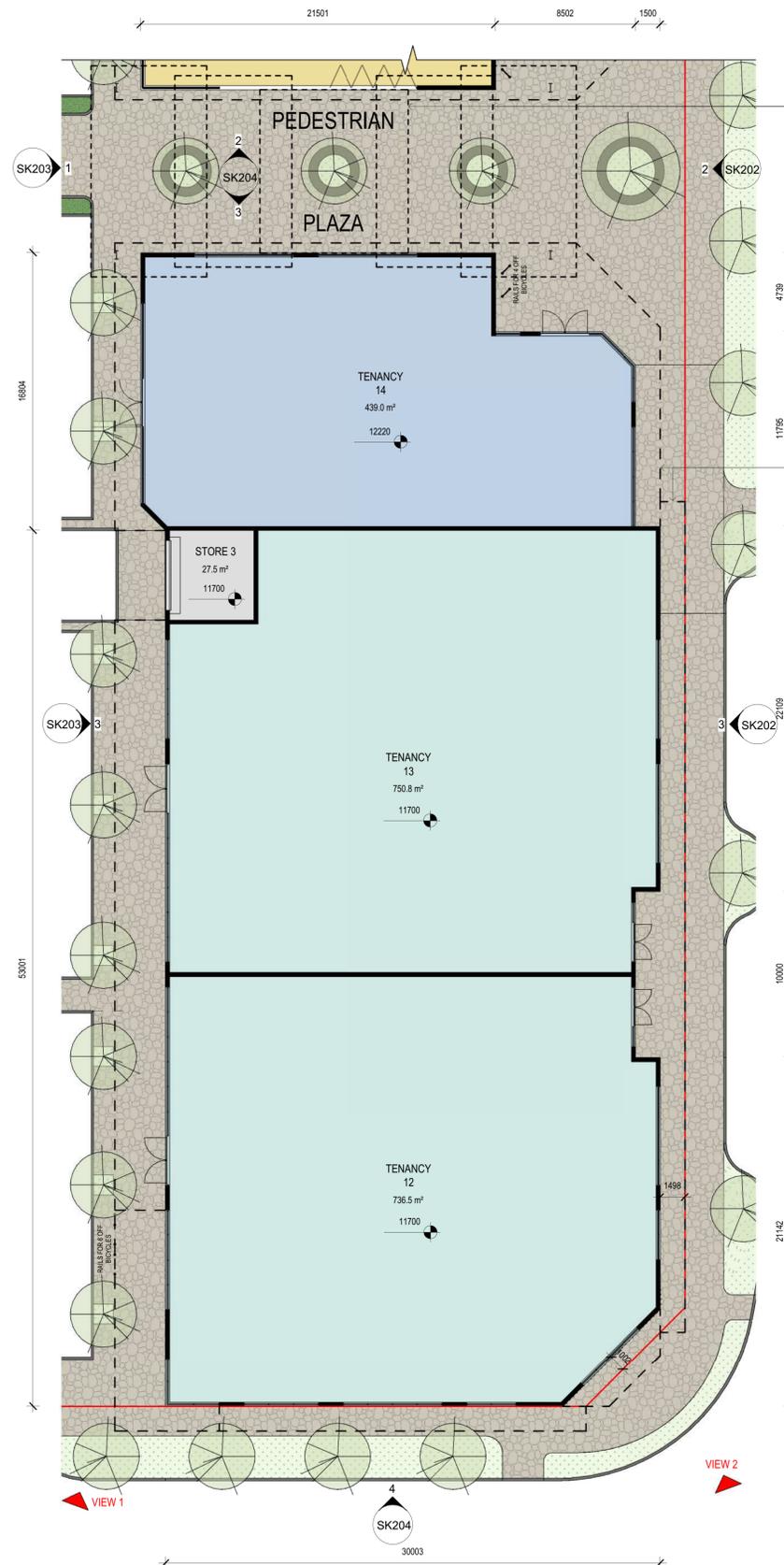
revision/ issue	description	drawn by	checked by	date
B	ISSUE FOR DRP	WHC	NP	09.05.2024
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.2024
project	CATALINA PLAZA DEVELOPMENT	drawn	description	
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	WHC	SITE PLAN	
scale	1:400	checked	NP	
date	09.05.2024	scale	1:400	
project no	183.21	date	09.05.2024	
dwg no	SK001	project no	183.21	
rev	B	dwg no	SK001	

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1 TENANCY 15 & CHILDCARE CENTRE FLOOR PLAN
1:200



2 TENANCIES 12-14 FLOOR PLAN
1:200

TIERED SUNSHADING
STEEL STRUCTURE
OVER (WITH STANDARD
PERFORATED METAL
SHEETING OF VARYING
PERFORMANCE DENSITY)
SHOWN DASHED

AWNING OVER
SHOWN DASHED



revision/ issue	description	drawn by	check by	date
B	ISSUE FOR DRP	WHC	NP	09.05.24
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.24
project	CATALINA PLAZA DEVELOPMENT	description	TENANCIES 12-15 & CHILDCARE CENTRE FLOOR PLANS	
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	checked	NP	
scale	1:200	date	09.05.24	
Hodge Collard Preston ARCHITECTS		project no	183.21	dwg no SK201 rev B
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2 EAST ELEVATION - OVERALL

1:200



3 EAST ELEVATION - GYM, ALLIED HEALTH & VET

1:100



4 EAST ELEVATION - CHILDCARE & CAFE

1:100



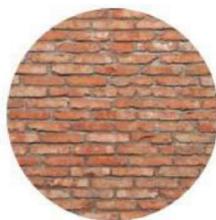
Custom Perforated Metal Cladding (Art Contribution Component)



Dark Gray Powder-coated Glazing Frames



Profiled Metal Cladding (Colorbond Dune)



Reclaimed Red Brick Facings



Profiled Metal Cladding (Colorbond Night Sky)



Coloured Concrete



Grooved Precast Concrete

revision/ issue	description	drawn by	check by	date
B	ISSUE FOR DRP	WHC	NP	09.05.24
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.24
project	description	checked	Checker	date
	CATALINA PLAZA DEVELOPMENT			09.05.24
	location			project no
	LOT 3128, EXPEDITION DRIVE, TAMALA PARK			183.21
				dwg no
				SK202
				rev
				B

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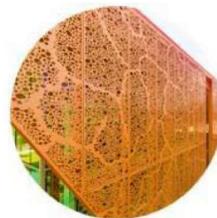
1 WEST ELEVATION - OVERALL
1:200



2 WEST ELEVATION - CHILDCARE & CAFE
1:100



3 WEST ELEVATION - GYM, ALLIED HEALTH & VET
1:100



Custom Perforated Metal Cladding (Art Contribution Component)



Dark Gray Powder-coated Glazing Frames



Profiled Metal Cladding (Colorbond Dune)



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B	ISSUE FOR DRP	WHC	NP	09.05.24
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.24
revision/ issue	description	drawn by	check by	date
project	description	drawn	Author	TENANCIES 12-15 & CHILDCARE CENTRE - WEST ELEVATIONS
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	checked	Checker	
scale	date	As indicated	project no	183.21
Hodge Collard Preston ARCHITECTS Third Floor, 38 Richardson Street, West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9322 2144 Fax: (08) 9322 2140 Email: admin@hpcparch.com		dwg no	SK203	rev
			B	



1 NORTH ELEVATION - CHILDCARE & CAFE
1:100



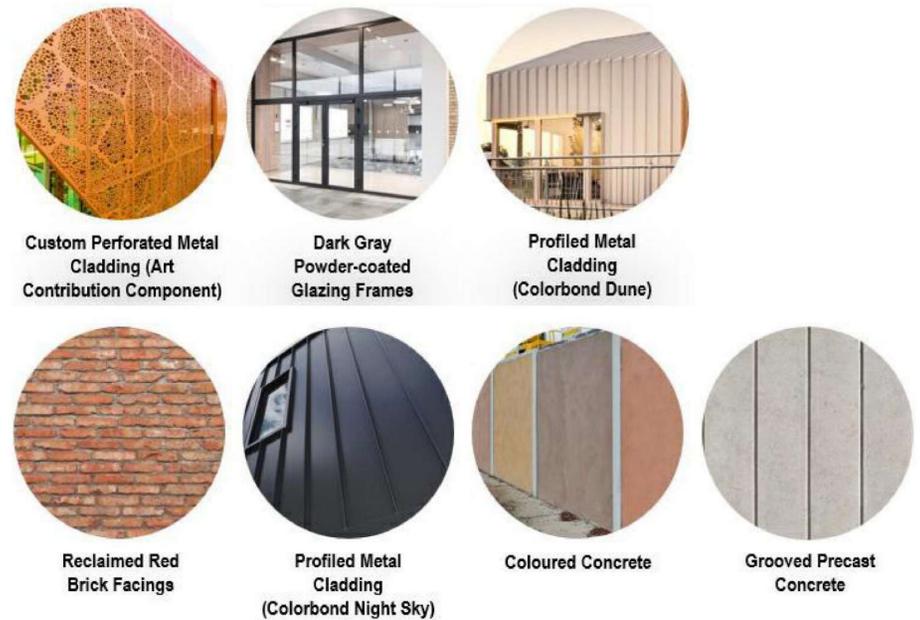
2 SOUTH ELEVATION - CHILDCARE & CAFE
1:100



3 NORTH ELEVATION - GYM, ALLIED HEALTH & VET
1:100



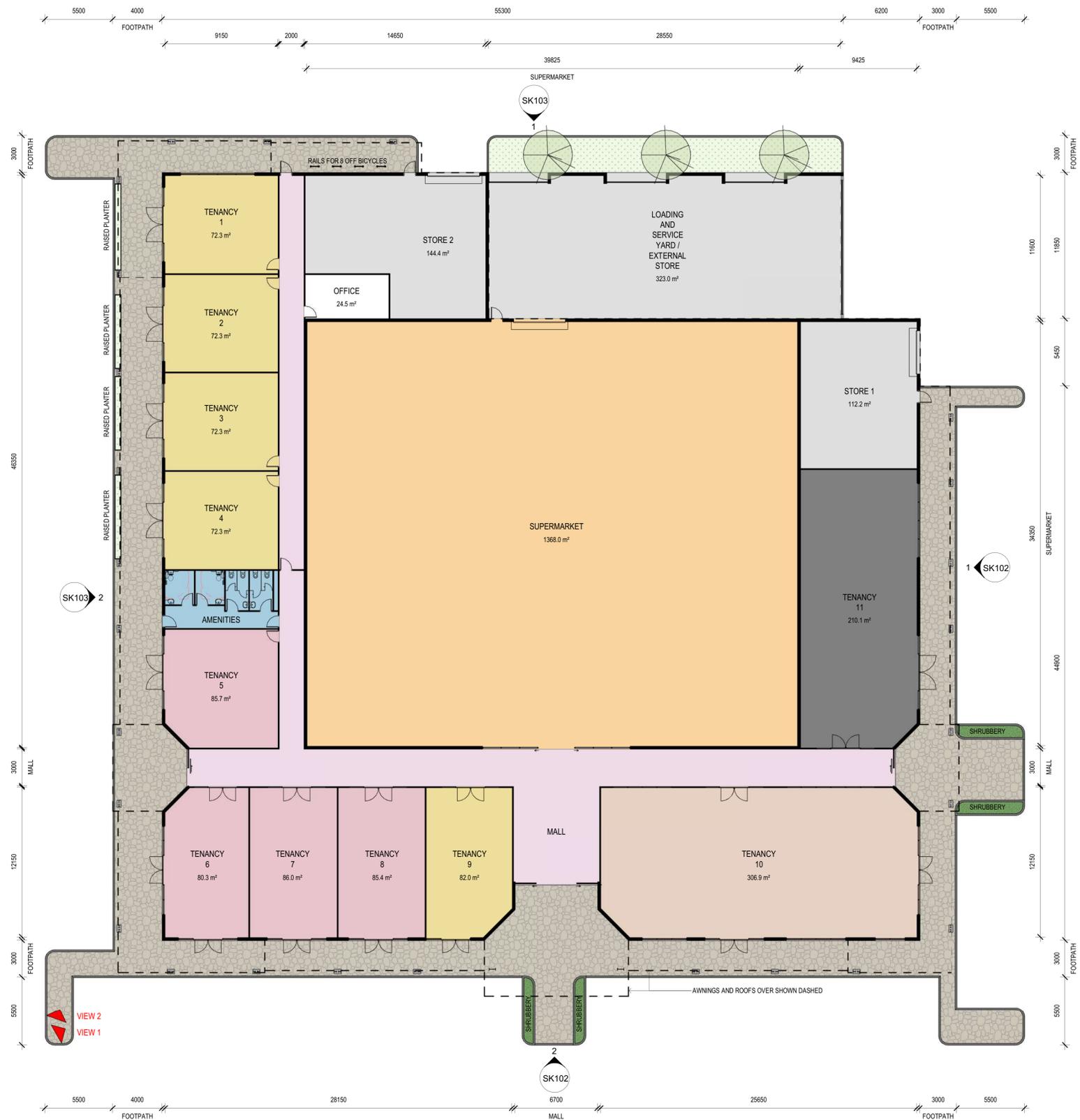
4 SOUTH ELEVATION - GYM, ALLIED HEALTH & VET
1:100



B	ISSUE FOR DRP	WHC	NP	09.05.24
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.24
revision/ issue	description	drawn by	check by	date
project	CATALINA PLAZA DEVELOPMENT	drawn	description	
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	checked	TENANCIES 12-15 & CHILDCARE CENTRE - NORTH AND SOUTH ELEVATIONS	
scale	1:100	date	09.05.24	
project no	183.21	project no	183.21	dwg no SK204
rev	B	rev	B	

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1 SUPERMARKET & TENANCIES 1-11 FLOOR PLAN
1: 200



revision/ issue	description	drawn by	check by	date
B	ISSUE FOR DRP	WHC	NP	09.05.24
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.24
project	description	drawn by	check by	date
CATALINA PLAZA DEVELOPMENT	SUPERMARKET & TENANCIES	WHC	NP	
location	description	checked	NP	
LOT 3128, EXPEDITION DRIVE, TAMALA PARK	1-11 FLOOR PLAN	NP		
scale	1: 200	date	09.05.24	
project no	183.21	dwg no	SK101	
rev	B			

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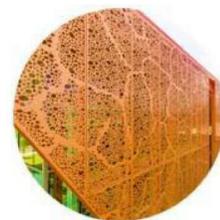
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Ph: (08) 9322 2144
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1 EAST ELEVATION
1:100



2 SOUTH ELEVATION
1:100



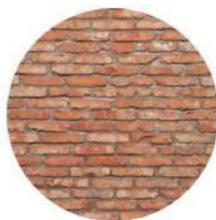
Custom Perforated Metal Cladding (Art Contribution Component)



Dark Gray Powder-coated Glazing Frames



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Reclaimed Red Brick Facings



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Coloured Concrete



Grooved Precast Concrete

revision/ issue	description	drawn by	check by	date
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A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.24
project	description	drawn	checked	date
CATALINA PLAZA DEVELOPMENT	SUPERMARKET & TENANCIES	Author	Checker	1-11 ELEVATIONS
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	scale	date	09.05.24
		1:100	project no	183.21
			dwg no	SK102
			rev	B

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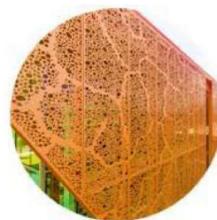
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Email: admin@hpcparch.com



1 NORTH ELEVATION
1:100



2 WEST ELEVATION
1:100



Custom Perforated Metal Cladding (Art Contribution Component)



Dark Gray Powder-coated Glazing Frames



Profiled Metal Cladding (Colorbond Dune)



Reclaimed Red Brick Facings



Profiled Metal Cladding (Colorbond Night Sky)



Coloured Concrete



Grooved Precast Concrete

revision/ issue	description	drawn by	check by	date
B	ISSUE FOR DRP	WHC	NP	09.05.24
A	PRELIMINARY ISSUE TO COUNCIL	WHC	NP	24.04.24
project	description	checked	location	
	CATALINA PLAZA DEVELOPMENT	NP	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	
scale	1:100	date	09.05.24	
project no	183.21	dwg no	SK103	rev B

Hodge Collard Preston
ARCHITECTS

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Design review report and recommendations	
Design quality evaluation – Catalina Neighbourhood Centre at Lot 3128 (1K) Expedition Drive, Clarkson	
	Supported
	Pending further attention
	Not supported
	Insufficient information to evaluate
Strengths of the proposal	<ul style="list-style-type: none"> • Improved landscape and design response to the residential lots and streetscape of Dandenong Parade. • Shopping Centre’s ‘flipped’ smaller tenancies now relate to the eastern pedestrian plaza and Kuranda Drive. • A comprehensive Landscape Report that shows new tree planting in the southern carpark; more and larger trees in the east-west walkway; and improved detail and landscape provision generally in other publicly accessible areas and the Child Care Centre’s outdoor play area (however refer to the further comments and recommendations in <i>Principles 1 and 2</i>). • Child Care Centre’s enlarged landscaped setback from the street and articulated boundary fence design. • Improved “Architectural Corner Statements” (however refer to the further comments and recommendations in <i>Principle 3</i>). • Roof plan with discreetly located plant equipment out of public view. • A comprehensive Waste Management Strategy. • A comprehensive Sustainability Strategy (however refer to the further comments and recommendations in <i>Principle 5</i>). • Raised pedestrian crossings, with universal ramp access, of internal roads and directly to the Shopping Centre’s three entries. • Improved architectural aesthetic generally, including a consistent language and materials and colour palette for all the buildings that form the Neighbourhood Centre.
Principle 1 - Context and character	<p><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p> <p>At Design Review 1 (DR1) on 23rd May 2024, the DRP acknowledged the proposed masterplan was largely consistent with the provisions of the approved <i>LDP No.10 – Tamala Park</i>; however, the DRP did suggest the Proponent considers reorientating the shops and the Supermarket entry of the Shopping Centre to better interface with the northern and eastern residential context and pedestrian oriented streetscapes of Kuranda Drive and Dandenong Parade, and to assist generally with a more robust economic framework for the operation of the Neighbourhood Centre. The DRP’s other ‘context and character’ concerns were:</p> <ul style="list-style-type: none"> -visibility of the northern back of house carpark and Supermarket service dock from the dwellings and the public realm of Dandenong Parade -less than the required 3m minimum landscaped setbacks (as per the DPS no.2)) along Connolly Drive and Dandenong Parade -no landscaped setback for the Child Care Centre’s boundary fence with the north-eastern street corner and footpath (Dandenong Parade and Kuranda Drive) -greater articulation of the Child Care Centre’s boundary fence

	<ul style="list-style-type: none"> -potential lack of interaction of the double-fronted Tenancies 12 (vet) and 13 (allied health) to the public realm of Kuranda Drive -consideration of 'green' elements in the design to strengthen the Catalina Green context. <ul style="list-style-type: none"> • The Proponent has maintained the masterplan largely as per DR1, however has incorporated some of the recommendations for improvement and these are supported as follows: <ul style="list-style-type: none"> -The Dandenong Parade landscaped setback is enlarged to 3.056m to lessen the visual impact for residential lots of the northern carpark and blank wall of the service dock. Furthermore, the extension of the landscaped bed with four trees along the northern face of the service dock should provide some containment of this loading area, together with a coloured and textured wall surface that adds visual interest. -Introduction of a pedestrian priority 'plaza' in the form of a larger raised paved area between the Shopping Centre's eastern frontage and the western side of Tenancies 14 and 15. The 'plaza' connects also to the east-west walkway that links Kuranda Drive to the Shopping Centre entry. -Switching of the four smaller tenancies along the southern side of the Shopping Centre to the eastern side to better relate to the pedestrian 'plaza' and tenancies along Kuranda Drive. -New tree planting, instead of canopies, in the southern carpark; removal of the canopy cover to allow more and larger trees in the east-west walkway; and improved landscape generally in other publicly accessible areas (although note the comments for further improvement in <i>Principle 2</i>). -The Child Care Centre boundary fence is setback from the site boundary for new landscaped beds. -The Child Care Centre fence articulation in the form of different planes, colours and the addition of visually permeable full height railings provides visual interest as an "architectural corner statement", and balances privacy with visibility of the activity.
<p>Recommendation</p>	<ul style="list-style-type: none"> • Consider a 3m minimum landscaped setback along the Connolly Drive site boundary. • Consider tenancy guidelines to ensure interaction of the tenancy clear glazing (not covered with film) with Kuranda Drive. • Refer to <i>Principles 2, 3 and 5</i> for comments on incorporating 'green' elements.
<p>Principle 2 - Landscape quality</p>	<p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p> <ul style="list-style-type: none"> • Further to the landscape improvements supported in <i>Principle 1</i>, the following additional landscape improvements are supported: <ul style="list-style-type: none"> -Provision of 72 trees, exclusive of the Child Care Centre (38 trees minimum requirement), and 19 trees in the adjacent verges. -Information on the Landscape masterplan including the Child Care Centre's children's outdoor play area that includes natural turf and a 'nature play' layout. • The Proponent advises provision of 10.6% landscape (deep soil) of the total site area. However, provide confirmation that the landscape provision on the site is 8% minimum and specifically <u>excludes</u> the Child Care Centre's outdoor play area that is not publicly accessible space.

	<ul style="list-style-type: none"> The Connolly Drive site boundary setback remains at 2.033m, whereas the DR1 comment was to widen this to 3m minimum landscaped depth as per DPS2 (and as the alternative Masterplan was not pursued as per comments in <i>Principle 1</i>). Provide confirmation that the landscaped street setback areas on-site with adjacent carparking bays (Dandenong Parade and Connolly Drive) include a consistent vegetation screen of at least 1m in height. Note the comment below regarding provision of a 'statement tree' in the site's north-western corner.
Recommendation	<ul style="list-style-type: none"> Clarify provision of the 8% minimum landscape requirement on-site (excluding the Child Care Centre). As per <i>Principle 1</i>, consider widening the Connolly Drive site boundary setback to a 3m minimum width landscaped area. Clarify provision of a consistent vegetation screen of 1m minimum in height in the landscaped street setback areas with adjacent carparking bays. Consider a large statement tree in the site's north-western corner.
Principle 3 - Built form and scale	<p><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> <ul style="list-style-type: none"> LDP no.10 requires "Architectural corner statements" at street corners. Support is given to the following design responses: <ul style="list-style-type: none"> -North-eastern street corner of the site is articulated by the creatively designed fence of the Child Care Centre and landscaped beds on-site (refer to <i>Principle 1</i>) -South-eastern street corner of Tenancy 12 no longer includes a raised corner feature, however the change of wall material from metal cladding to a textured reclaimed red brick is a more sophisticated and preferred design approach. -South-western corner of the site includes a 'wind tree' and Fast Food 1 includes a wall and raised parapet on the corner with different complementary materials and colours. At the north-western corner, the Shopping Centre is considerably setback from the street and includes the minimal response of coloured panels on the fascia of the awning. An alternative and perhaps more appropriate response to strengthen the north-western corner of the site is to consider a large statement tree in the corner (currently occupied by a pylon sign that could be re-located) that also could highlight the 'green' credentials and character of this proposed Neighbourhood Centre in the context of Catalina Green.
Recommendation	<ul style="list-style-type: none"> Consider a large statement tree in the site's north-western corner.
Principle 4 - Functionality and build quality	<p><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></p> <ul style="list-style-type: none"> The Proponent has provided a roof plan with plant equipment located discreetly and out of public view. The Proponent has provided a waste management strategy with details on waste generation, storage and collection, including medical waste removal by a suitably licensed controlled waste service provider. As per DR1, the awning depth remains limited, for example at only 1.5m width along Kuranda Drive. The Proponent should consider a depth of 2m minimum to provide effective cover of pedestrians on the footpath. As per DR1, the footpath on the western side of the Child Care Centre remains narrow

		particularly in front of Store 3. The Proponent should consider, for example, an inset for Store 3 to maintain the footpath width.
Recommendation		<ul style="list-style-type: none"> • Consider an awning depth of 2m minimum over the Kuranda Drive footpath. • Consider an inset for Store 3 to maintain a consistent footpath width on the Child Care Centre's western side.
Principle 5 Sustainability	-	<p><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p> <ul style="list-style-type: none"> • The Proponent is commended for the passive and active initiatives in the comprehensive Sustainability Report as follows: <ul style="list-style-type: none"> <u>Passive</u> <ul style="list-style-type: none"> -Awnings -Staff bike store and EOT facilities located within the Shopping Centre (refer to note below about public bike bays) -Skylights and solar tubes in the Shopping Centre and Child Care Centre (refer to notes below in <i>Principle 6</i>) <u>Active</u> <ul style="list-style-type: none"> -EV charging stations with potential to increase provision according to demand -Solar PV – 30KW system -Electrification of all building services (except for gas supply to the F&B units) -Construction waste recycling • Locate the stated recycling stations on the plan. • Provide a commitment to using low embodied emissions materials. • Consider relocating the public bike bays from opposite Tenancy 12 (Vet) to more highly used areas with passive surveillance, such as the east-west walkway and Shopping Centre entries. • Confirm the lighter roof colour.
Recommendation		<ul style="list-style-type: none"> • Locate the recycling stations on the plan. • Consider a commitment to using low embodied emissions materials. • Consider relocating the public bike bays to highly used areas with passive surveillance. • Confirm the roof colour.
Principle 6 Amenity	-	<p><i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i></p> <ul style="list-style-type: none"> • Skylights are shown in the corridor of the Child Care Centre, however as per DR1, consider additional solar tubes or operable skylights for daylight/ventilation to enter the rear of the activity rooms. • Skylights are shown in the Big Box mall, however as per DR1, consider additional skylights to enhance amenity. • As per DR1, clarify the provision of operable windows for natural ventilation of the Child Care Centre's cot room.
Recommendation		<ul style="list-style-type: none"> • Consider additional roof lights at the rear of the Child Care Centre's activity rooms. • Consider additional roof lights in the Shopping Centre's mall. • Clarify the provision of operable windows to the Child Care Centre's cot room.

Principle 7 - Legibility	<p><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> <ul style="list-style-type: none"> The Proponent is commended for providing raised pedestrian crossings, with universal ramp access, of internal roads and directly to the Shopping Centre's three entries.
Recommendation	<ul style="list-style-type: none"> None
Principle 8 - Safety	<p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p> <ul style="list-style-type: none"> No additional comments.
Recommendation	<ul style="list-style-type: none"> None
Principle 9 - Community	<p><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></p> <ul style="list-style-type: none"> No additional comments.
Recommendation	<ul style="list-style-type: none"> None
Principle 10 - Aesthetics	<p><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p> <ul style="list-style-type: none"> The Proponent is commended for addressing the DR1 comments on Aesthetics in a very positive manner. The improvements are: <ul style="list-style-type: none"> -Child Care Centre's enlarged landscaped setback and articulated boundary fence design -a more sophisticated and softer colour palette used throughout and that references the local soft landscape and built form. The greater use of recycled red brick on walls and the reduced use of heat absorbent Colorbond Night Sky (black colour) also works well -removal of the heavy canopy structure in the walkway from Kuranda Drive, and subsequent planting of more and larger shade trees, installation of soft landscape beds and benches to enhance the quality of the pedestrian priority plaza. The architectural language of the two Fast Food tenancies follows the same elegant aesthetic as that of the Shopping Centre, Child Care Centre and Gym, Health and Vet buildings – the result is a unified and identifiable Neighbourhood Centre.
Recommendation	<ul style="list-style-type: none"> None

Key issues /recommendations	<p>Careful consideration should be given to addressing the mostly previously identified comments at DR1 in the following areas:</p> <p><i>Principles 1, 2 and 3: Context and Character, Landscape Quality and Built Form and Scale</i> – improvements to landscape provision particularly at the site boundaries and ensuring interaction potential of the shop tenancies with the public street.</p> <p><i>Principle 4: Functionality and built quality</i> – improvements to awning depth and footpath width.</p> <p><i>Principle 5: Sustainability</i> - further information and commitments on specific initiatives.</p> <p><i>Principle 6: Amenity</i> – improvements to the access of natural amenity to the Shopping Centre mall and Child Care Centre.</p>
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Munira Mackay

Single member review by DRP member – Munira Mackay, 17.10.24

Ecorp
 Suite 4, Level 2, 180 Scarborough Beach Road
 Mt Hawthorn, Western Australia 6016

Attention: George Naoum

TECHNICAL MEMO FOR EXPEDITION DRIVE BIORETENTION SWALE 1K EXPEDITION DRIVE CLARKSON – NEIGHBOURHOOD CENTRE DEVELOPMENT

1. Overview

Ecorp is proposing a mixed-use commercial neighbourhood centre development at 1K Expedition Drive, Clarkson (DA2024/1194 - DAP/24/02758), which will include a variety of commercial spaces and adequate parking facilities. The City of Wanneroo has reviewed the application for the Neighbourhood Centre development and is requesting further information regarding stormwater management solutions along Expedition Drive, pending approval of the full movement crossover as part of the DA.

Transcore has conducted vehicle turning movement analysis using an 8.8m service vehicle, and a 12.4m opening is required to facilitate a full movement crossover along Expedition Drive. Refer to Appendix A for detailed vehicle movement analysis.

This technical memo aims to demonstrate that a viable solution can be implemented to support the DA application and reassure council that a stormwater management solution, consistent with the approved Urban Water Management Plan, can be successfully achieved.

2. Expedition Drive Bioretention Swale

As part of the Catalina Green Stage 1 development, Hyd20 completed the Urban Water Management Plan (UWMP) for the estate, which includes this site and the construction of Expedition Drive, featuring a bioretention central swale. In line with the UWMP and the Department of Water's Sensitive Urban Design guidelines, distributed biofiltration has been incorporated throughout the Catalina Green Stage 1 development using lot soakwells and central median swales. Median swales within Expedition Drive have been designed to facilitate at-source infiltration of the first 15mm of rainfall. The soakwells and swales effectively treat stormwater, ensuring it does not pose a risk to groundwater or surrounding environments.

Rainfall exceeding the first flush will flow through the bioretention swale and overflow into the pipe network system (refer to Figure 4).

With the construction of the full movement crossover, a section of the swale will be covered. To compensate for the loss of bioretention volume caused by the crossover, soakwells can be installed. These soakwells are already in use within the estate to capture and dispose of the first flush as close to its source as possible. Grated soakwells can be placed at the end of the bioretention areas to replace the lost volume, with pipes connecting the swales to maintain the intent of the UWMP.

Swale Capacity Calculations	
Length of Swale Impacted by Full Intersection Crossover, m	12.4
Swale Cross Section Area, m ²	0.55
Volume of Swale Lost, m ³	6.82
Volume of Soakwell Provided, m ³ (1.8 dia x 1.5m Deep) x 2	7.64
Capacity Provided Exceeds Swale Capacity Lost, Design Acceptable	



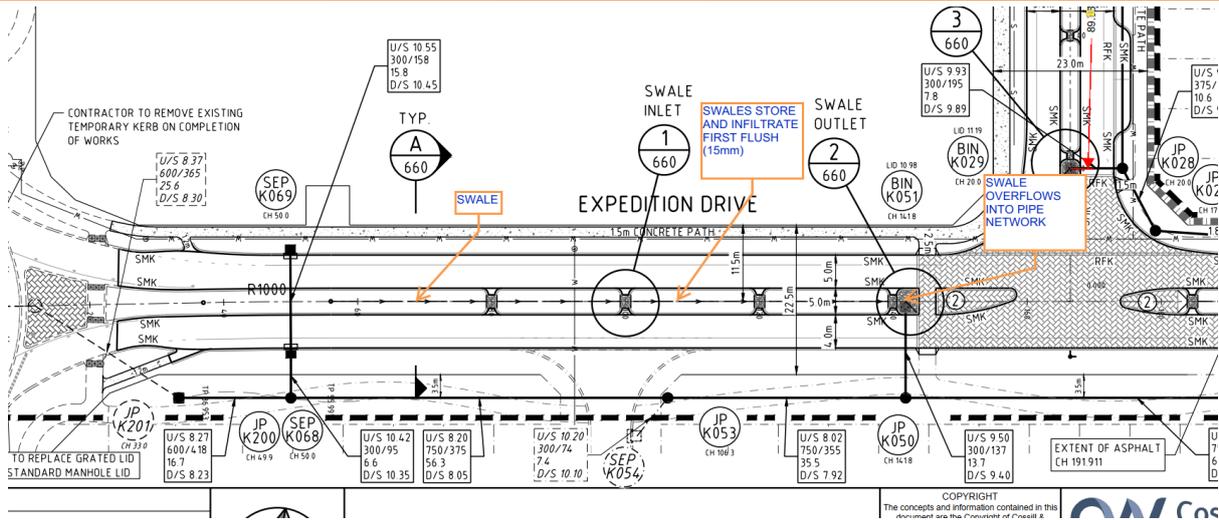


Figure 1 Expedition Drive Design

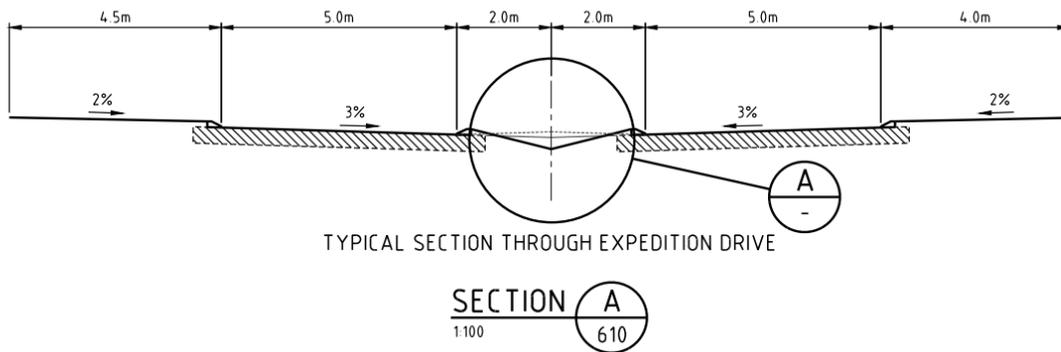


Figure 2 Expedition Drive Road Cross Section

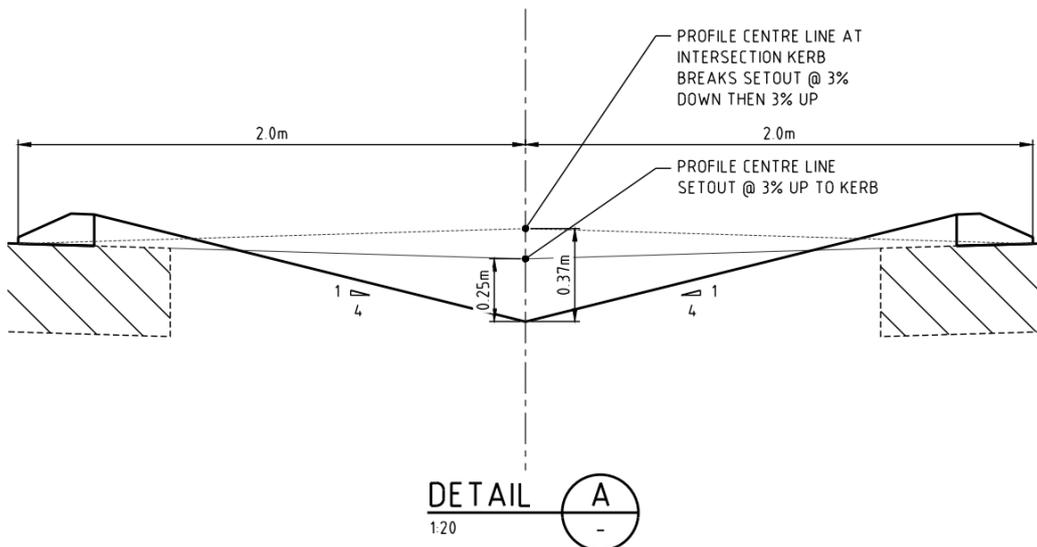
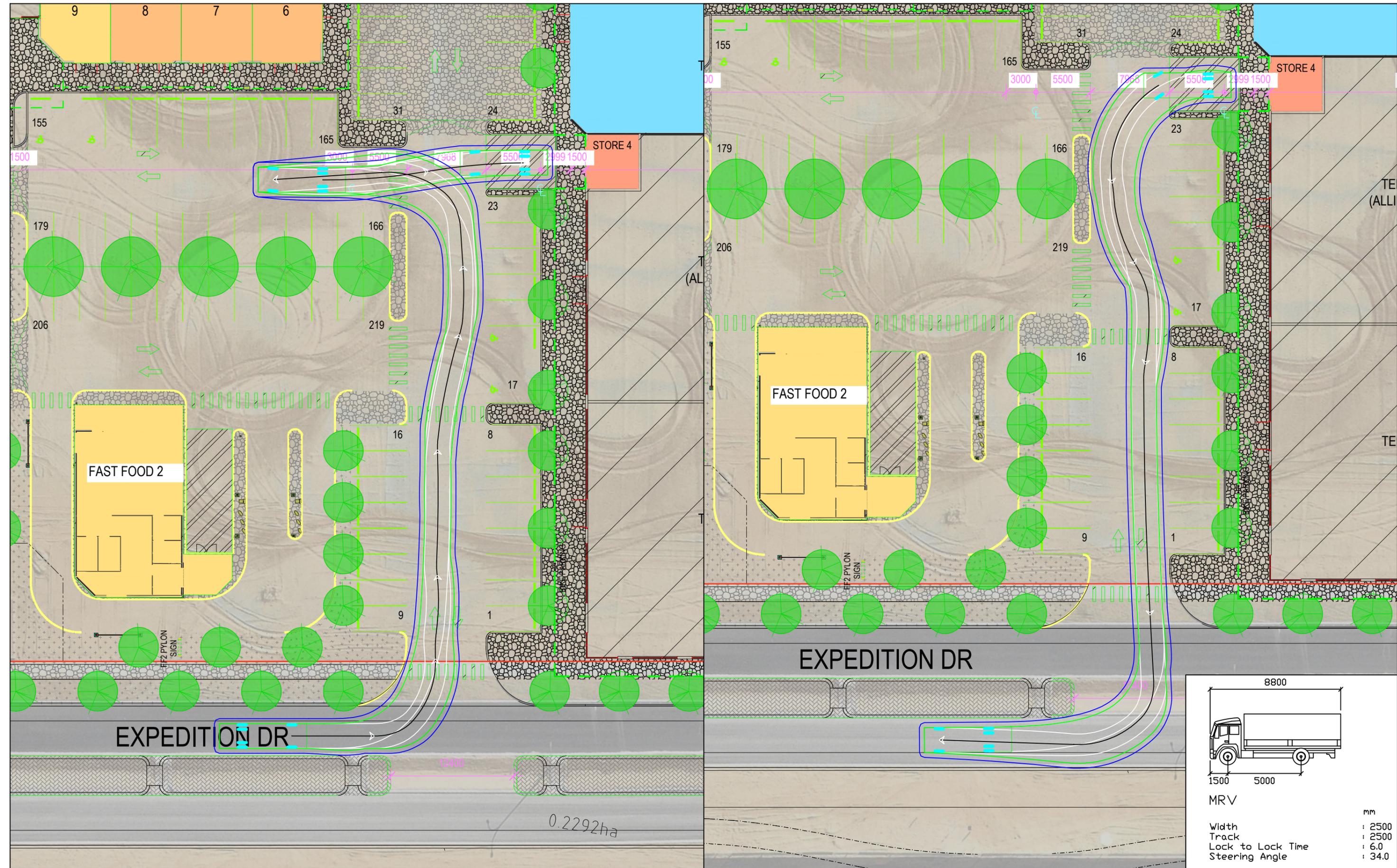


Figure 3 Expedition Drive Median Bioretention Swale



Lot 3128 Expedition Drive, Catalina Estate
 8.8m Service Vehicle
 Store 4 entry and exit

Document Set ID: 12207750
 Version: 1, Version Date: 03/02/2025

LEGEND

Vehicle Body
 Wheel Path
 500mm Clearance



t22.168.sk17e
 16/07/2024
 Scale: 1:350 @ A3



Technical Note: No 1a

Date: 30/03/2023

Project No: t23.018

Project: Catalina Neighbourhood Centre

Subject: The Western Crossover on Dandenong Drive

INTRODUCTION

Following review of the LDP for Catalina Neighbourhood Centre, The City of Wanneroo provided the following comment regarding the submitted TIA by Transcore (reference: t22.168.mr.r01a dated 10 October 2022):

“Vehicle access is indicatively shown on the LDP plan and is associated with Provision 3.1. The City’s Traffic Services have reviewed the TIA and access locations and do not support the location of Crossover 1 (located closest to Connolly Drive) as the TIA has not shown that it complies with AustRoads Guide to Road Design Part 4A for Unsignalised and Signalised Intersections Section 3.2.2 Safe Intersection Sight Distance. The City is concerned that vehicles exiting Connolly Drive and turning into Dandenong Parade would not have sufficient sight stopping distance to vehicles waiting to turn into Crossover 1. The site will still have Crossover 2 and 3 which is considered to provide sufficient access to the site. Therefore, can you please either remove Crossover 1 from the LDP plan or update the TIA to demonstrate compliance with Austroads?”

A copy of the proposed Concept Plan for Catalina Neighbourhood Centre is provided in **Appendix A**. The location of the crossover 1 is also shown in this plan.

This technical note is prepared to address the comment by the City of Wanneroo.

CROSSOVER LOCATION

The location of the crossover 1 satisfies the requirement of AS 2890.1:2004 Parking Facilities-Off street car parking (Figure 3.1). The crossover is located about 40m away from the tangent point of the Conolly Drive/ Dandenong Dr intersection while the AS 2890.1:2004 requires minimum of 6m separation from the tangent point of the intersection.

SIDRA intersection analysis undertaken (refer Section 5.5 of Transcore TIA) also indicates that the reported 95% queue on Dandenong Dr eastbound at crossover 1 is one car and therefore the location of crossover 1 will not undermine traffic

operations. Further, the probability of a car waiting on Dandenong Dr to turn right into the crossover 1 is very low. In other words, a car that turns left from Connolly Drive to Dandenong Dr would be able to turn right into crossover 1 with minimal delay.

Furthermore, it should be noted that the eastern crossover on Dandenong Dr (crossover 2 on Appendix A) would be used mainly for servicing as all the loading yards and the store areas are local to this crossover. So, if crossover 2 is the only crossover on Dandenong Dr, then it would present a potential issue mixing the customers vehicles with all the service trucks and delivery vans which would undermine the safety of the general traffic.

SIGHT DISTANCE ASSESSMENTS

With respect to the sight distance at the crossover, the reference to AustRoads Guide to Road Design Part 4A for Unsignalised and Signalised Intersections Section 3.2.2 Safe Intersection Sight Distance (SISD) is not correct because this guideline applies to intersections not crossovers/ driveways. For the sight distance assessment at the crossover the appropriate reference document is Figure 3.2 (Sight Distance Requirements at Access Driveways) of AS 2890.1:2004 Parking Facilities-Off street car parking.

According to AS 2890.1 *“unsignalized access driveways shall be located so that the intersection sight distance along the frontage road available to drivers leaving the car park”*.

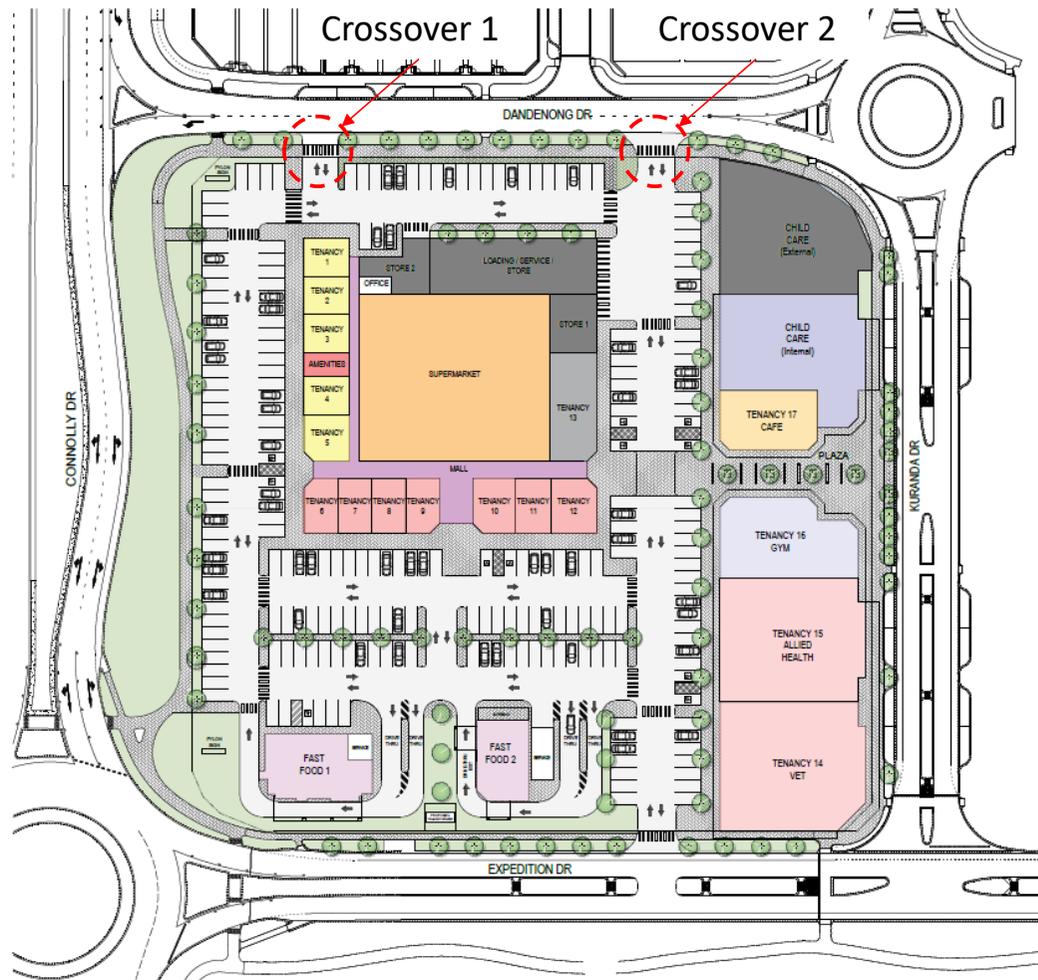
It should also be noted that when the vehicles are turning left from Connolly Drive to Dandenong Dr their speed is relatively low (less than 40kmh). Applying the conservative speed limit of 50kmh (posted speed on Dandenong Dr – in accordance with Figure 3.2 of AS 290.1) would result in minimum Stopping Sight Distance (SSD) of 45m. **Appendix B** shows that the minimum 45m SSD is achieved.

Separate sight distance assessments were undertaken to establish the visibility of a potential stopped car on Dandenong Dr from Connolly Drive. As shown in **Appendix C** the available sight distance from Connolly Drive would be approximately 50m which is greater than 45m minimum SSD required under AS 2890.1.

Appendix D is an excerpt of the landscaping plan prepared for the Catalina Estate which shows no impediments to the sight line within the sight distance triangle area and therefore, the sight line would be available from Connolly Drive to a car waiting to turn into the crossover.

Appendix A

PROPOSED CONCEPT PLAN



PROPOSED CONCEPT PLAN
 SCALE 1:400 @ A1
 ALL BOUNDARIES TO BE CONFIRMED BY SURVEY

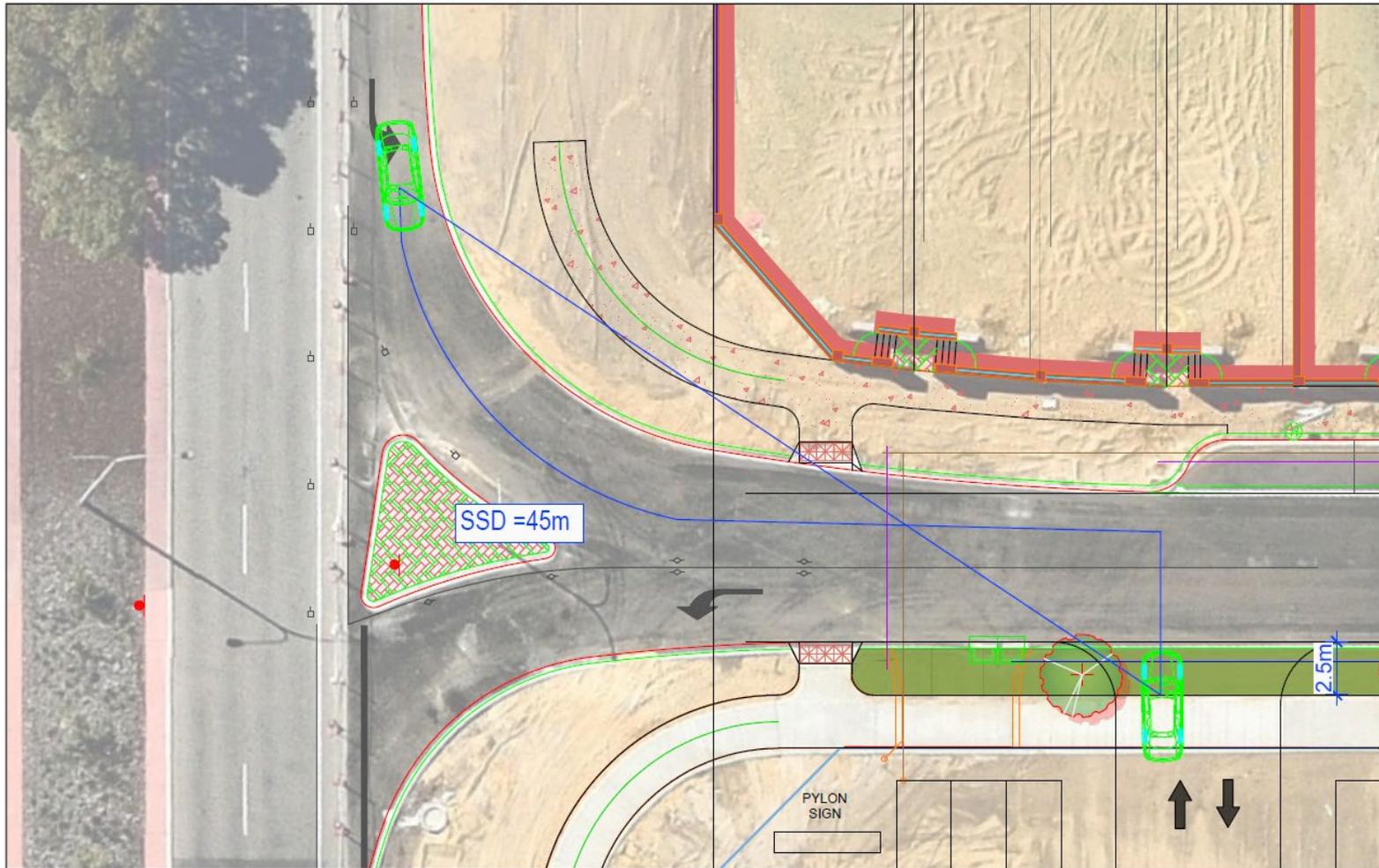


INTERIM ISSUE ONLY
 DATE: 28.09.2023

PROJECT	PROPOSED RETAIL / COMMERCIAL DEVELOPMENT	DATE	17.01.2023
LOCATION	LOT 3128 EXPEDITION DRIVE, CATALINA ESTATE	SCALE	183.21
CLIENT	Collard Preston ARCHITECTS	DATE	17.01.2023
PROJECT NO.	183.21	SCALE	SK25

Appendix B

STOPPING SIGHT DISTANCE



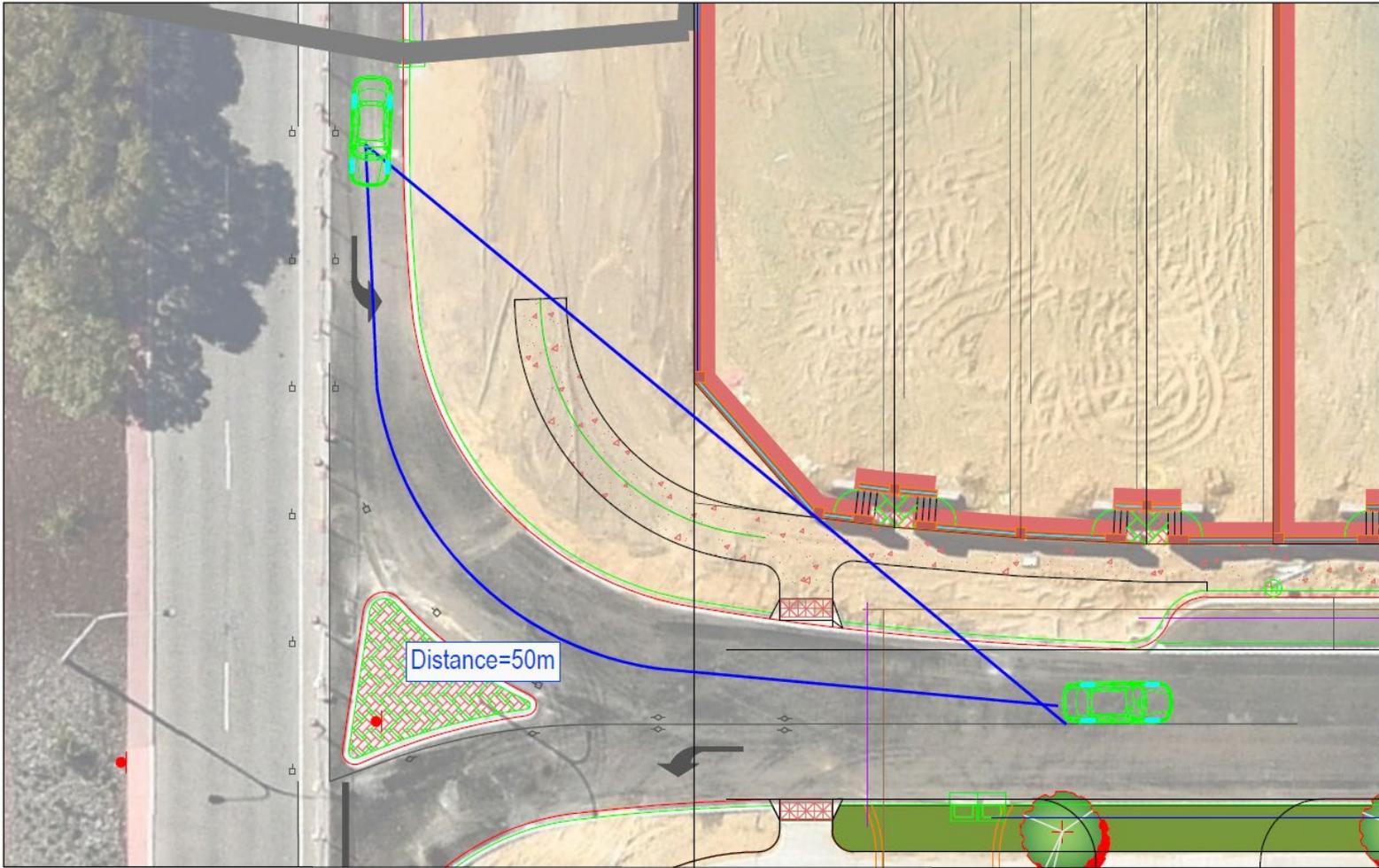
Lot 3128 Expedition Drive, Catalina Estate
Sight Line Assessment

t22.168.sk15
24/3/2023



Appendix C

SIGHT LINE ASSESSMENT



Lot 3128 Expedition Drive, Catalina Estate
Sight Line Assessment

t22.168.sk16
27/3/2023



Appendix D

LANDSCAPE PLAN

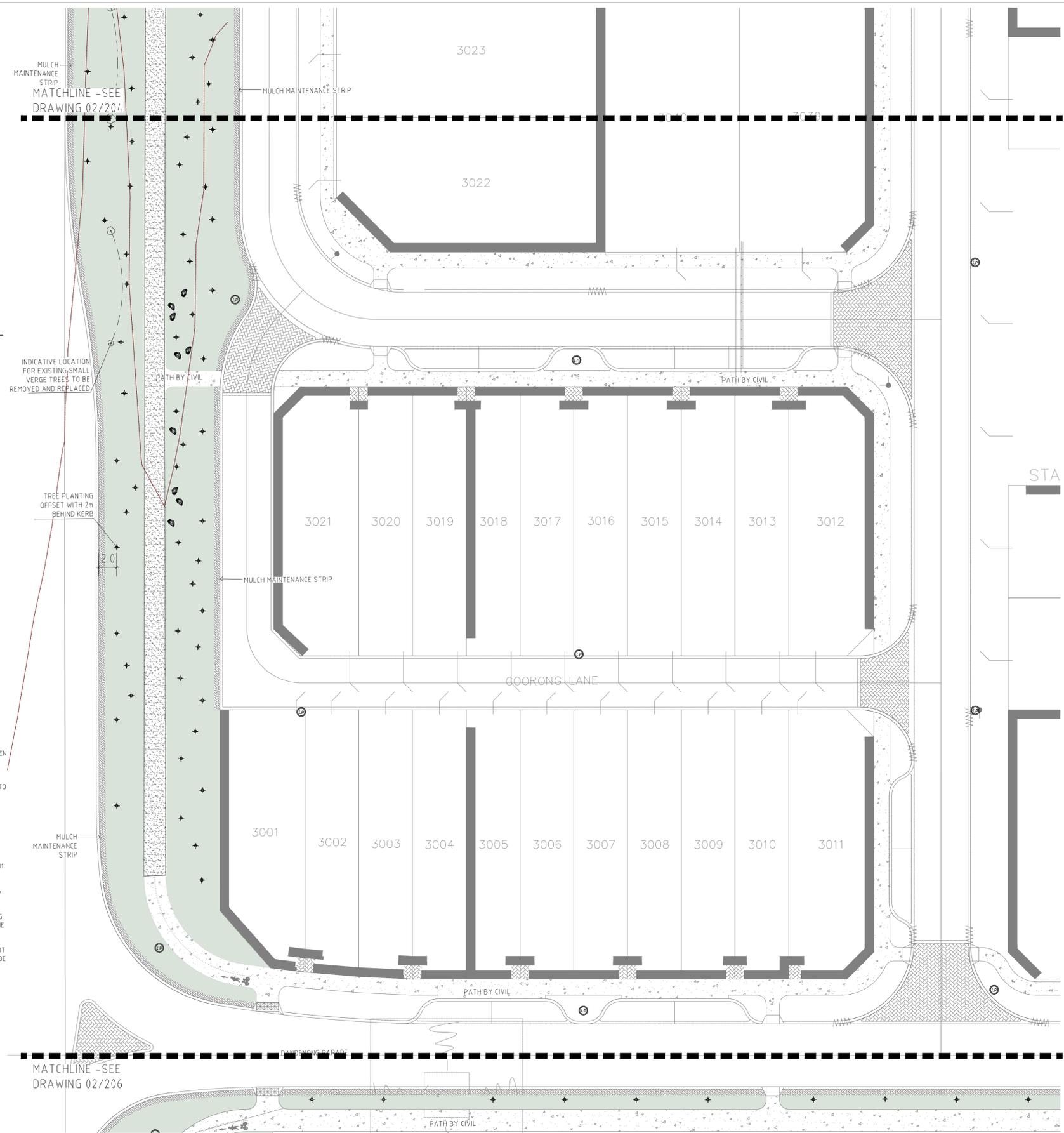


01 KEY PLAN
205 PLAN 1:4,000 @ A1

- GENERAL NOTES:**
- FOR GENERAL ARRANGEMENT PLEASE REFER TO TDL DRAWINGS AND SPECIFICATIONS.
 - ANY DIFFERENCES NOTED BETWEEN THE LAYOUT PLANS, DETAIL DRAWINGS AND SPECIFICATION IS TO BE CLARIFIED BY THE CONTRACTOR PRIOR TO WORKS COMMENCING ON SITE.
 - THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL SERVICES ON SITE. SERVICES DIAGRAMS ARE PROVIDED AS A GUIDE ONLY. THE CONTRACTOR WILL BE FULLY RESPONSIBLE TO SURVEY SERVICES ON SITE. ANY DAMAGE TO SERVICES IS TO BE RECTIFIED AT THE CONTRACTORS OWN EXPENSE. ANY DAMAGE NEEDS TO BE IMMEDIATELY NOTIFIED TO THE RELEVANT SERVICE PROVIDER.
 - THE CONTRACTOR IS TO PROVIDE A FULL TRAFFIC MANAGEMENT PLAN (TMP) FOR APPROVAL BY CITY OF WANNEROO (CoW). THE TMP IS TO BE IMPLEMENTED AND MONITORED AT ALL TIMES DURING CONSTRUCTION WITH WEEKLY UPDATES OF TRAFFIC MANAGEMENT IS OCCURRING.
 - THE CONTRACTOR IS TO PROVIDE A FULL OH&S PLAN FOR APPROVAL BY CoW. THE PLAN IS TO BE FULLY IMPLEMENTED AND MONITORED AT ALL TIMES DURING CONSTRUCTION WITH WEEKLY UPDATES PROVIDED BY THE CONTRACTOR OF INCIDENTS ETC.
 - ALL SITE SET OUT AND PROPOSED FINISHED LEVELS ARE TO BE CONFIRMED ON SITE WITH THE SUPERINTENDENT PRIOR TO CONSTRUCTION.
 - EXISTING GRADES ARE TO BE MAINTAINED.
 - VERGES TO HAVE 2-3% CROSSFALL TOWARDS ROAD EDGE.
 - ALL EXISTING SITE FEATURES, SUCH AS KERBLINES, PATHS, SIGN POSTS, LIGHT POLES ETC ARE TO BE RETAINED AND PROTECTED UNLESS OTHERWISE NOMINATED ON PLAN.
 - WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER MEASUREMENTS.

- EXCAVATION AND SITE PREPARATION:**
- ALL BULK EARTHWORK TO BE COMPLETED BY CIVIL.
 - EXCAVATE AS REQUIRED ALONG KERBLINE TO ACHIEVE FINISHED LEVELS AFTER SOIL PREPARATION AND MULCH. EXCAVATED MATERIAL MAY BE RE-SPREAD ON SITE WITHIN LOT BOUNDARY. LOCATION TO BE CONFIRMED BY SUPERINTENDENT.
 - EXISTING GRADES WITHIN VERGES AND MEDIANS ARE TO BE MAINTAINED.
 - FINISHED LEVELS OF NEW PATHS AND PAVING TO TIE IN WITH EXISTING PAVING AND KERBS WHERE APPLICABLE.
 - REMOVED WEEDS AND ANY VEGETATION NOMINATED FOR REMOVAL PRIOR TO GRADING.
 - THE ENTIRE SITE IS TO BE GRADED AS PER PROPOSED LEVELS TO A SMOOTH EVEN SURFACE. NO UNDULATIONS, DIPS, MOUNDS AND THE LIKE ARE TO REMAIN. ALL LEVELS SHOULD GRADE EVENLY BETWEEN ALL SURROUNDING KERB LINES.
 - FOR ALL HARD AND SOFTSCAPE DETAILS, REFER TO DETAILS LS-501 TO LS-505.
 - FOR ALL SPECIFICATION NOTES, MATERIAL AND FURNITURE SELECTIONS, REFER TO SCHEDULES (LS-600).

- PLANTING NOTES:**
- PROPOSED TREES MAY BE REALIGNED BASED ON SERVICES LOCATIONS WHERE APPROVED BY SUPERINTENDENT.
 - SHRUB AND GROUNDCOVER PLANTING OFFSET: MIN 600mm FROM ROAD EDGES, KERBLINES AND OTHER HARD EDGE.
 - FOR SHRUB PLANTING MIXES: PLANTS ARE TO BE PLANTED IN GROUPS OF 7-9-11 OF EACH SPECIES.
 - FOR OVERALL PLANT SCHEDULES, REFER TO DRAWING LS-505.
 - FOR ALL HARD AND SOFTSCAPE DETAILS, REFER TO DETAILS LS-501 TO LS-505.
 - FOR ALL SPECIFICATION NOTES, MATERIAL AND FURNITURE SELECTIONS, REFER TO SCHEDULES (LS-600).
 - ALL 1000LT & 1500LT TREES ARE TO BE INSTALLED WITH UNDERGROUND GUYING.
 - TREE POT SIZES ARE INDICATIVE AND SUBJECT TO STOCK AVAILABILITY AT TIME OF PROCUREMENT.
 - TREES NOMINATED ON PLAN AND/OR LOCATED WITHIN 1.5M OF HARD EDGE/PAVING/KERBLINE ARE TO BE INSTALLED WITH 6M LONG 800MM DEEP ROOT CONTROL BARRIER POSITIONED AGAINST THE HARD EDGE WITH TOP OF RCB TO BE 50MM BELOW TOP OF MULCH.
 - ALL PLANTING TO HAVE ESTABLISHED IRRIGATION REFER TO IRRIGATION DRAWING.



02 HARDSCAPE PLAN
205 PLAN 1:250 @ A1

LEGEND

- EXTENT OF POS WORKS
- POS LOT BOUNDARY
- EXTENT OF WIDENED VERGE WORKS
- EXTENT OF ENTRY STATEMENT WORKS

EARTHWORKS

- EXISTING CONTOURS
- CIVIL CONTOURS
- PROPOSED POS CONTOURS (BULK EARTHWORKS BY CIVIL)

TREES

- TREE MARKER (EXISTING & PROPOSED) REFER TO SOFTSCAPE PLAN
- TREE PROTECTION ZONE (TPZ) WHERE IDENTIFIED BY ARBORIST
- EXISTING TREES TO BE REMOVED & REPLACED

SURFACE FINISHES

- EXISTING ASPHALT PAVEMENT
- EXISTING CONCRETE PAVEMENT / CONCRETE BY CIVIL
- EXISTING COMPACTED LIMESTONE
- PROPOSED CONCRETE PAVEMENT STANDARD GREY CONCRETE (01-03/501)
- PROPOSED TRAFFICABLE CONCRETE STANDARD GREY CONCRETE (04/501)
- PROPOSED DECORATIVE CONCRETE (01-03/501)
- MULCH MAINTENANCE STRIP 600mm (05/501)
- PLANTING BED REFER TO SOFTSCAPE PLAN
- IRRIGATED TURF
- PROPOSED REINFORCED TURF MAINTENANCE ACCESS (12/501)
- PLAYGROUND SURFACING TYPE 1 (06/502)
- PLAYGROUND SURFACING TYPE 2 (08/502)
- COLOURED CONCRETE THICKENED EDGE BY CIVIL

FURNITURE & SITE FEATURES

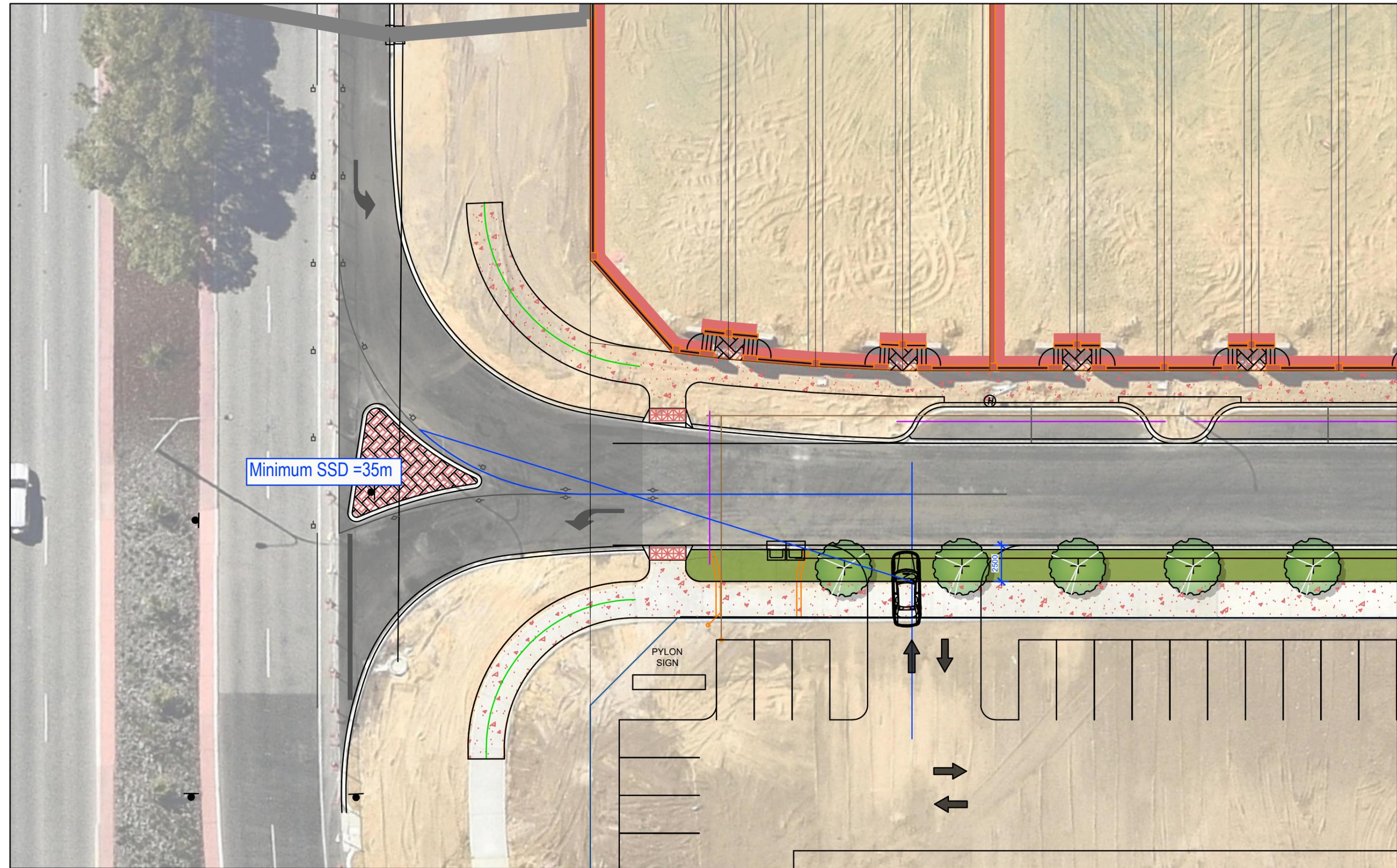
- MOWING KERB (MK) (06/501)
- PLAYGROUND BLOCK EDGING (07/501)
- PLAYGROUND BOULDER EDGING (08-09/501)
- FEATURE BOULDERS (10/501)
- SHADE STRUCTURE (01-03/503)
- PICNIC SETTING (01-02/504)
- BENCH SEAT (03-05/504)
- BOLLARD FIXED (05/503)
- BOLLARD REMOVABLE (07/503)
- BIN (06-09/504)
- INFORMATION SIGNAGE (04/503)
- CoW PARK SIGN (04/503)
- LIGHT POLE BY OTHERS (08/503)
- BIKE RACK (08/503)
- FEATURE LOG (11/501)

REVISION	DESCRIPTION	BY	DATE
1	ISSUED FOR CLIENT REVIEW	AF	20/08/22
2	FOR APPROVAL	AF	09/07/22



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16/3/2023



Catalina Shopping Centre

Acoustic Report

Development Application



29/07/2024

Ref: 301270837

PREPARED FOR:
Ecorp Pty Ltd

PREPARED BY:
Prasad Kumar & Imran Khan

Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer
C01	2024.02.26	Development Application - Draft	NPK	IK	BEM
C02	2024.07.08	Development Application	NPK	IK	IK
C03	2024.07.12	Development Application	NPK	IK	IK
C04	2024.07.29	Development Application	NPK	BEM	BEM

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Executive Summary

Stantec have been engaged to conduct an acoustic assessment and prepare an acoustic report in support of the development application for a proposed Catalina Shopping Centre, Clarkson WA 6030 located within City of Wanneroo.

This report presents the key acoustic considerations and criteria pertinent to the project. The criteria will form the basis of the acoustic design for the following areas:

- Noise emission from the loading dock (supermarket/store/tenancy);
- Noise emission from Childcare (Outdoor play area);
- Noise emissions from Fast Food Tenancies; and
- Noise emissions from major mechanical plant (high-level at Development Application stage).

As part of the development approval process for the Shopping Centre, an acoustic assessment has been carried out in order to satisfy the requirements stated in the relevant policies and guidelines applicable to the project. This includes:

- Western Australian Environmental Protection (Noise) Regulation 1997 (EPNR).

The predicted noise levels are compliant to the EPNR 1997 regulations at the nearest noise sensitive receiver at all times of the day as long as the following measures are put in place:

- Supermarket Loading dock:
 - Supermarket deliveries and unloading activities to be limited to no more than 24 minutes every 4 hours so as to be assessed against the L_{A1} parameter of the Regulations;
- Supermarket mechanical plant deck:
 - A solid screen around the supermarket condenser plant deck with height minimum of 400mm above the tallest unit in the plant deck as indicated in Figure 10. This preliminary recommendation is to be reviewed during the design process when detailed equipment selections are available.
- Childcare Centre:
 - Solid screening to the perimeter of the Childcare Centre – Outdoor play area (as per Figure 8);
 - Outdoor play area to be limited to 60 -70% of children at once to achieve compliance with the assigned levels of the EPNR.
- Fast Food tenancies;
 - Rooftop mechanical plant limited to 78 dB(A) per unit, 2 units per tenancy, or treated to achieve equivalent noise emissions during tenancy operating hours
- Mechanical Service Noise Emission Assessment (Childcare centre and Medical centre)
 - At this stage no mechanical unit information is available. Mechanical plant noise emissions are required to comply with the EPNR and will be assessed as the design progresses.



1. Introduction

Stantec have been engaged to conduct an acoustic assessment and prepare an acoustic report in support of the development application for the proposed Catalina Shopping Centre, Clarkson WA 6030 located within City of Wanneroo.

This acoustic report establishes the criteria pertinent to a development of this type and details treatment/construction methods necessary for compliance to the relevant requirements.

The following documentation has been reviewed for acoustic assessment and the preparation of this report:

- WA Environmental Protection (Noise) Regulations 1997 (EPNR);

This acoustic report has been prepared for submission to City of Wanneroo and demonstrates that the project is taking into consideration all acoustic aspects pertinent to the project. Recommendations are provided in this report to address and mitigate any acoustic issues identified.

1.1 Site Description

The proposed redevelopment is located at 1 Expedition Dr, Clarkson WA 6030. The existing lots surrounding the site mostly consist of residential developments at all boundaries and Mitchell Highway to the east. The vacant blocks of land are considered to be future residential developments based on the land zoning.

The project site and nearest noise sensitive receivers to the redevelopment areas (most relevant to this project) have been provided in Figure 1.

Figure 1: Project location and nearest noise sensitive receivers



Source: Nearmaps



2. Acoustic Criteria

2.1 Environmental Noise Emissions

Environmental noise impacts resulting from the noise emissions from the project are addressed through the Environmental Protection Act 1986, with the regulatory requirements detailed in the Environmental Protection (Noise) Regulations 1997 (EPNR).

The EPNR establishes the maximum permissible noise emission levels (assigned levels) to be received at all adjacent noise-sensitive premises during specific periods of the day as a result of the cumulative noise emissions from all sources proposed for the project site. Compliance to relevant noise limits outlined in the EPNR is compulsory.

The EPNR states noise emissions from any premises are considered not to *significantly contribute to* the noise at a receiver if the noise emissions are 5 dB or below the assigned levels.

In brief, the assigned levels are determined by considering of the amount of commercial and industrial zones, as well as main transport corridors and sporting venues surrounding the noise sensitive premises. In addition, the Environmental Protection (Noise) Regulations 1997 identify the following in Schedule 3, clause 2A:

“If the land within either of the circles is categorised on the land use map as land in respect of which mixed uses are permitted, the use of that land that results in the highest influencing factor is to be used in the determination of the influencing factor.”

The current District Planning Scheme 2 (DPS2) was accessed via the City of Wanneroo Intramaps service and was used in the determination of the influencing factor.

The nearest noise sensitive receivers in the vicinity of the project have been considered as:

- Single-storey residential dwellings along Connolly Dr;
- Single-storey residential dwellings along Dandenong Parade; and
- Single-storey residential dwellings along Kuranda Rd and Expedition Dr.

Traffic data for roads surrounding the nearest noise sensitive receiver was accessed from Main Roads Western Australia (MRWA) TrafficMap website on the 22nd January 2024. The available traffic data has been presented in Table 1.

As defined by the EPNR, this is a Secondary Road, having between 6,000-15,000 vehicles per day. Major roads have greater than 15,000 vehicles per day.

Table 1: Traffic count data (MRWA)

Transport Corridors	EPNR Classification	Weekday Average Traffic Volumes			
		2019/20	2020/21	2021/2022	2022/23
Connolly Dr ¹	Secondary Road	—	6,454	—	—

2.1.1 Influencing Factor

The influencing factor for nearest receivers from identifying major roads, commercial and industrial areas for all nearest noise sensitive receivers. The overall influencing factor assessment is summarized in Table 2 and the planning maps indicating the land use type (obtained from City of Wanneroo Intramaps) has been marked up in Figure 2.

¹ According to the Main Roads Western Australia, Connolly Dr traffic volumes of 6,454 vpd (2020/21), therefore we considered Connolly Dr as secondary road for assessment purposes.



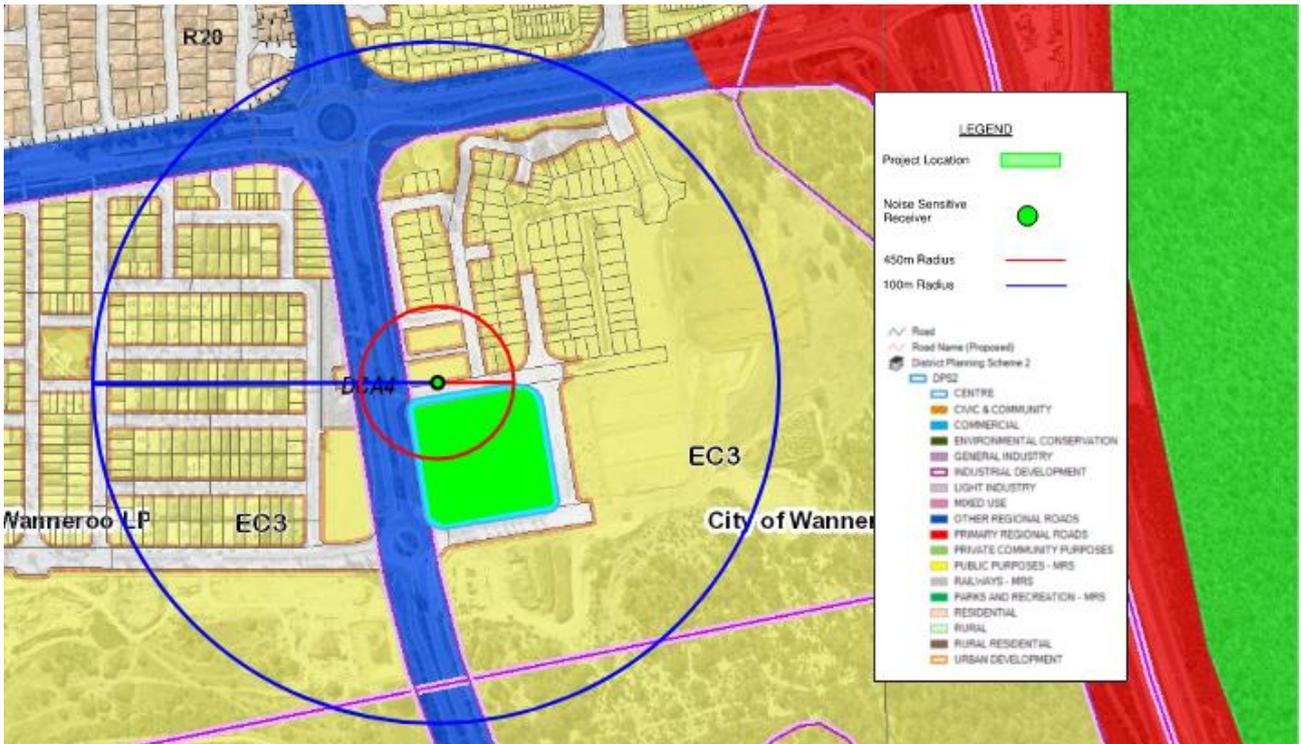


Figure 2: Influencing Factor along Dandenong Parade



Figure 3: Influencing Factor along Expedition Dr



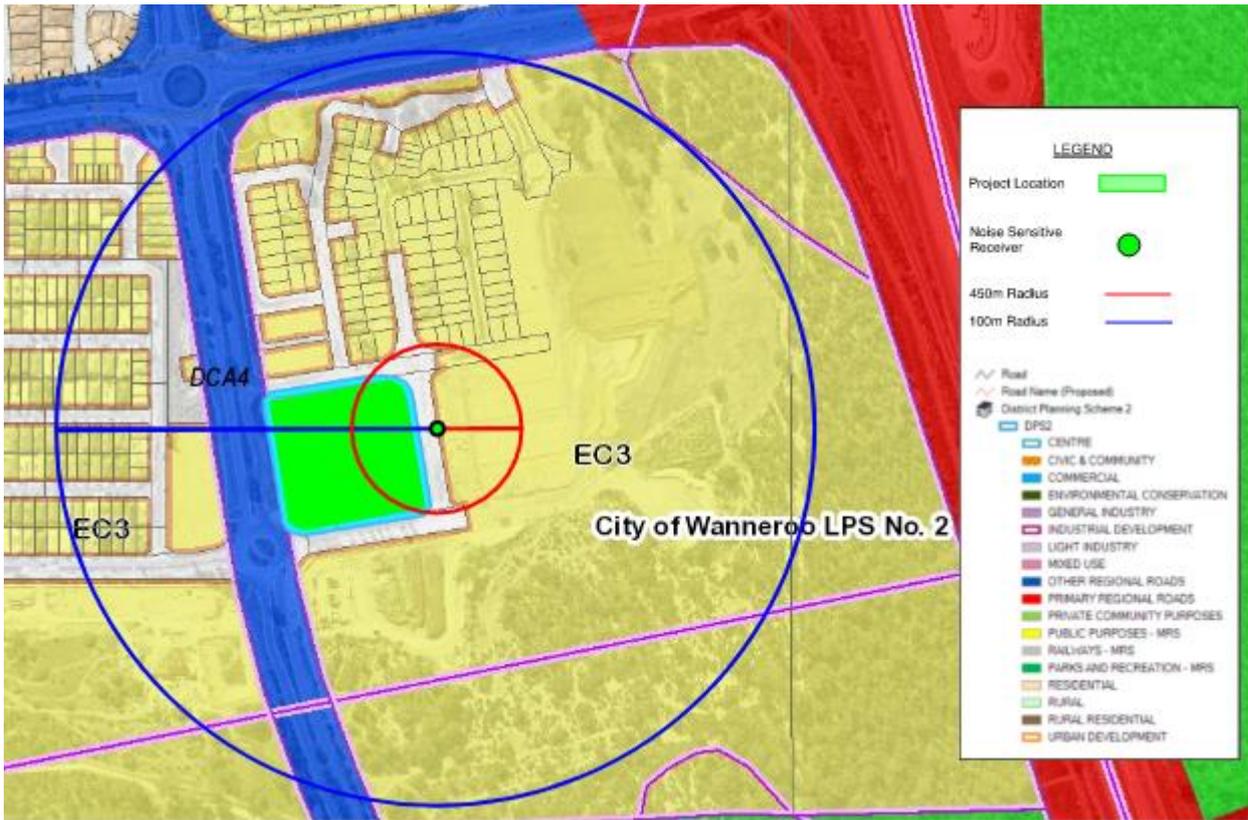


Figure 4: Influencing Factor along Kuranda Rd

The influencing factor which results from identifying the commercial and industrial land use, as well as primary transport corridors surrounding the nearest noise sensitive premises is provided in Table 2.

Table 2: Influencing factor (IF) noise sensitive receiver

Noise Sensitive Premises	Commercial Zones	Industrial Zones	Transport Corridors	Influencing Factor
Dandenong Parade	28 % within a 100 m radius 5 % within a 450 m radius	None	Connolly Dr within 100m radius	4 dB
Expedition Dr	28 % within a 100 m radius 5 % within a 450 m radius	None	Connolly Dr within 100m radius	4 dB
Kuranda Rd	37 % within a 100 m radius 5 % within a 450 m radius	None	None	2 dB

2.1.2 Assigned Levels

Table 3 summarises the assigned levels at the nearest noise sensitive premises, which is added to the influencing factors calculated for each receiver detailed in Table 2.



It is required that all noise emissions from the development are below the assigned level for all defined periods of the day and at the lot boundary of the receiver or 15 m from any associated building.

Table 3: Influencing factor (IF) at noise sensitive receiver (Kuranda Rd)

Type of premises receiving noise	Time of day	Assigned Levels (dB)		
		LA10	LA1	L _{Amax}
Noise sensitive premises: Highly sensitive area	0700 to 1900 hours Monday to Saturday	47	57	67
	0900 to 1900 hours Sunday & public holidays	42	52	67
	1900 to 2200 hours all days	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays	37	47	57
Noise sensitive premises: any area other than highly sensitive areas	All Hours	60	75	80
Commercial premises	All Hours	60	75	80
Industrial and utility premises	All Hours	65	80	90

2.1.3 Noise Character Adjustments

Regulation 7 states that the noise character must be “free” of annoying characteristics, namely —

- Tonality, e.g. whining, droning;
- Modulation, e.g. like a siren; and
- Impulsiveness, e.g. banging, thumping.

Regulation 9 (1) establishes the methodology for determining noise characteristics. If these characteristics cannot be reasonably and practicably removed, a series of adjustments to the measured levels are required, indicated in Table 4.

Table 4: Noise character adjustment

Adjustment where noise emission is not music these adjustments are cumulative to a maximum of 15 dB			Adjustment where noise emission is music	
Where tonality is present	Where modulation is present	Where impulsiveness is present	Where impulsiveness is not present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

2.1.4 Noise Emissions from Mechanical Plant

Mechanical equipment serving the development is required to meet the assigned levels of the EPNR at the nearest sensitive receivers. It is important that noise emissions from the site do not present any form of tonality, modulation or impulsiveness (as defined by the EPNR).

Given that data from mechanical plant manufacturers is generally limited to broadband data or in 1/1 octave band value, it is not possible to objectively determine tonality, as it is described in the EPNR. 1/3 octave band data is required yet is typically unavailable.

Therefore, a +5 dB adjustment shall be conservatively assigned when assessing noise emissions from mechanical equipment. In summary, noise emissions from mechanical equipment shall comply with L_{A10} 32 dB(A) at the nearest sensitive receivers (Kuranda Rd).

Mechanical plant noise emissions will be assessed as the design progresses, with recommendations provided to ensure ongoing compliance with the EPNR.



3. Noise Emission Assessment

Noise emissions from the proposed redevelopment will be primarily due to:

- Noise emission from the loading dock activities (supermarket/store/tenancy);
- Noise emission from Childcare Centre (Outdoor play area);
- Noise emissions from Fast Food tenancies (car movements and mechanical plant); and
- Noise from major mechanical plant (supermarket roof plant deck, fast food tenancies).

Noise emissions from the outdoor areas were calculated using 3D noise modelling software (SoundPLAN v8.2).

3.1 Noise Modelling Parameters

3.1.1 Modelling Inputs

Algorithm

The CONCAWE algorithm has been selected to model meteorological conditions, as presented in Table 5. Conditions approximating the worst-case weather conditions for enhancement of sound propagation have been considered (*Draft Guideline: Environmental Noise for Prescribed Premises, WA Department of Environment Regulation 2016*).

Table 5: Meteorological Conditions Used for Noise Modelling

Parameter	Day (0700 – 2200)	Night (2200 – 0700)
Wind Speed (m/s)	4	3
Temperature (C)	20	15
Relative Humidity (%)	50	50
Pasquill Stability Class	E	F
Wind Direction	Source to Receiver	Source to Receiver

Topography

Terrain contours were sourced from Geoscience Australia, Digital Elevation Model (DEM) 5 Metre Grid of Australia derived from LiDAR, 2015.

A ground condition of (0.6) has been used for lightly vegetated areas. Carparks/handstand were modelled as fully reflective (ground condition of 0).

Receivers

All noise receivers were located at 1.4m above ground and each floor level and 1m away from buildings associated with highly sensitive uses, as well as at the lot boundaries. Figure 1 represents the nearest noise sensitive receivers from the proposed development.

3.2 Loading Dock Activities

The supermarket loading dock is to be located at the location shown on Figure 5.

- Moving truck (engine noise, acceleration, deceleration, brake squeals, compression release, reversing beepers); and
- Truck loading activities (hydraulic lifts).

The noise model has considered one moving truck in the loading dock:



- *Moving truck activities:* Arrival at the loading docks, reversing and departure, swept path modelled as a moving point source; and
- *Loading truck activities:* Trucks are parked and being loaded. It is assumed that trucks have refrigeration capability.

Sound PLAN v8.2 (3D noise modelling software) was used to simulate the loading dock noise emissions.

Assessment of each potential noise source against the EPNR criteria (L_{A10} , L_{A1} , or L_{Amax}) is proportional to the period of the day, and the combined frequency and duration of each noise event.

Noise emissions which are likely to be present for $\geq 10\%$ of the “representative assessment period” (24 minutes in 4 hours) are to be assessed against the L_{A10} criteria. Typically, a single truck is considered present for less than 10 % of a representative measurement period, and therefore, assessment is conducted against the L_{A1} criteria.

No information has been provided regarding truck delivery times, and therefore the following assumptions have been conservatively applied for use in the noise model.

Figure 5: Proposed Loading Dock location

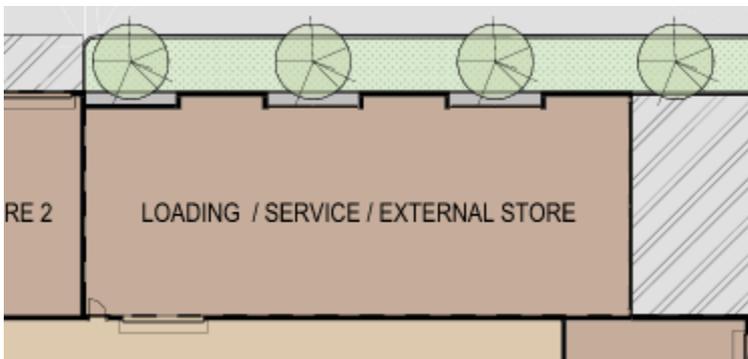


Table 6: Truck Activities Sound Power Levels

Noise Source	Sound Power Level, dB(A)
19m Semi-articulated Truck Movement – Arrival or Departure	102 ⁽¹⁾
Unloading Activities	95 ⁽¹⁾

1. Noise levels obtained from previous measurements of similar noise sources on Stantec projects.

Loading Dock Activities and Arrangement

The modelled noise sources and their applicable periods throughout the day have been provided in **Table 7**.

Table 7: Applicable Periods for Activities

Activity	Applicable Period		
	Day ⁽¹⁾	Evening ^{(2) (3)}	Night ⁽⁴⁾
Trucks movement ⁽⁵⁾	✓	✓	✓
Unloading activities ⁽⁵⁾	✓	✓	✓

Notes:

- 1) 0700 to 1900 hours Monday to Saturday
- 2) 0900 to 1900 hours Sunday & public holidays
- 3) 1900 to 2200 hours all days
- 4) 2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays
- 5) Loading/unloading activities are considered to occur before 7am as a conservative approach.



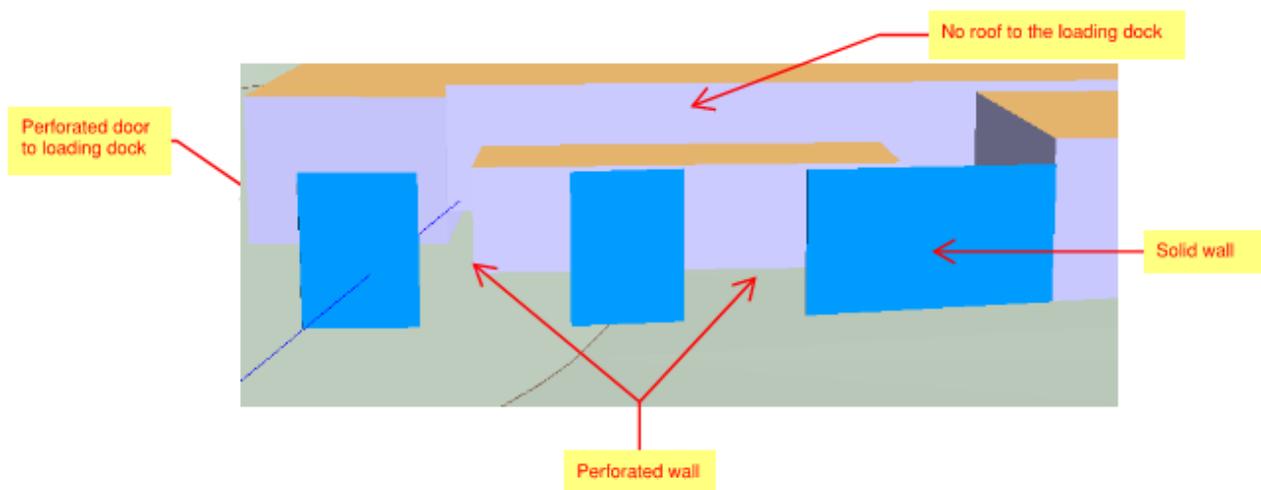


Figure 6: Noise modelling image of proposed loading dock

3.2.1 Loading Dock Results – L_{A1} parameter

The highest noise level at the nearest receivers generated by loading dock activity has been summarized in Table 8 with a noise contour map provided in Appendix B.

Table 8: Highest Predicted Noise levels at the Noise Sensitive Receivers

Scenario	EPNR Assessable Time Period	EPNR Assigned Criteria, dB(A)	Predicted Noise Level, dB(A) ⁽¹⁾ L_{A1}	Compliance
Noise from loading dock activities (Truck Movement – Arrival or Departure Loading/Unloading Activities)	2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays	L_{A1} 47	46 (along Dandenong Parade)	Yes
			44 (along Kuranda Dr)	
	0900 to 1900 hours Sunday & public holidays 1900 to 2200 hours all days	L_{A1} 52	46 (along Dandenong Parade)	
			44 (along Kuranda Dr)	
	0700 to 1900 hours Monday to Saturday	L_{A1} 57	46 (along Dandenong Parade)	
			44 (along Kuranda Dr)	



3.3 Fast-Food Tenancies

Car Movements

In order to calculate the noise levels emitted from the car movements, reference has been made to the technical research paper “*Prediction of parking area noise in Australian conditions*” from the Australian Acoustical Society Conference (Nicol and Johnson, 2011) and parking lot study “*Parking Area Noise – Recommendations for the Calculation of Sound Emissions of Parking Areas, Motorcar Centers and Bus Stations as well as of Multi-Storey Car Parks and Underground Car Parks*” (Bavarian Landesamt für Umwelt, 2007, 6th edn), referred to as BayLfU 2007.

The Sound Power Levels have been calculated assuming a minimum turn-over rate of one car per bay every 15-minutes.

Table 9: Fast food associated services - Sound Power Levels

Noise Sources	Sound Power Levels, dB(A)
Car movements	90
Car Idling	79
Mechanical plant (Limiting Sound Power Level)	78

Mechanical plant for the tenancy is generally not available at the Development Application stage of the project. Limiting sound power levels from the mechanical equipment has been provided below. Sound levels higher than the stated levels will require to be attenuated in order to meet compliance to the WA EPNR.

Mechanical Plant Limiting Sound Power Level to 78dB (A) located on the roof approximately 20m from the boundary nearest noise sensitive receiver along Expedition Dr.



Figure 7: Noise modelling image of proposed Fast-Food tenancies



The highest predicted noise levels at the nearest receivers are presented in Table 10.

Table 10: Highest Predicted Noise levels at the Nearest Noise Sensitive Receivers

Source	EPNR Assigned Criteria, dB(A)	Predicted Noise Level, dB(A) (Receiver Location with highest predicted level)	Compliance
Car movements	L _{A10} 47	45 ⁽¹⁾ (Receivers along Expedition Dr)	Yes
Car Idling			
Mechanical plant			

1) Includes +5 dB tonality correction for mechanical plant

It is not expected for car door slams from carpark associated with the Fast Food tenancies in the proposed shopping centre to be significant at the nearest noise receivers as it is noted the roads along the shopping centre boundary will have roadside car parking.

It is proposed that smaller trucks (up to 8.8m) are expected to service the Fast Food tenancies entering via Expedition Dr and based on the predicted noise level at the nearest receivers from the car movements (drive-thru), we note that the delivery operations occurring at the loading bay during the tenancy operating hours will not be significant at the nearest receivers.

3.4 Childcare Centre - Outdoor Area

The childcare centre is expected to be operating from 7 AM – 7 PM Monday to Friday with total capacity of 90 children attending the childcare center. The proposed childcare centre will consist of an outdoor play area, which will accommodate children of 3 different age group (0-2 year, 2-3 years, 3-5 years). Average heights of the children in the age groups 0-2 and 2-3 years old were assessed at 0.5m high and children in the age group of 3-5 years old were assessed at 0.8m high.

The AAAC “Guideline for Child Care Centre Acoustic Assessment V3.0” provides recommendations for assessment methods of noise assessments for childcare centers. The typical sound power levels for a group of children playing were determined as per the AAAC guideline Section 4.1.

Sound power level data of varying age groups were taken from AAAC “Guideline for Child Care Centre Acoustic Assessment V3.0” and presented in Table 11. Based on the above stated groups of children, sound levels were adjusted for the noise model.

Mechanical plant noise emissions are required to comply with the EPNR and will be assessed as the design progresses.

Table 11: Effective sound power levels for groups of children playing

Number of Children	Age Group	Overall Sound Power Level, dB(A)
20	0 - 2 years	82
20	2 – 3 years	88
25	3 – 5 years	91
25		91



As a worst-case scenario the outdoor area has been modelled for full capacity (100%) of children in the outdoor play area at once in any point of time. The noise model includes the proposed solid screening 2.1m high solid fence (highlighted in Red) and 1.8m high slatted section with Perspex backing (highlighted in Blue) to the perimeter of the childcare centre outdoor play area as indicated in Figure 8.

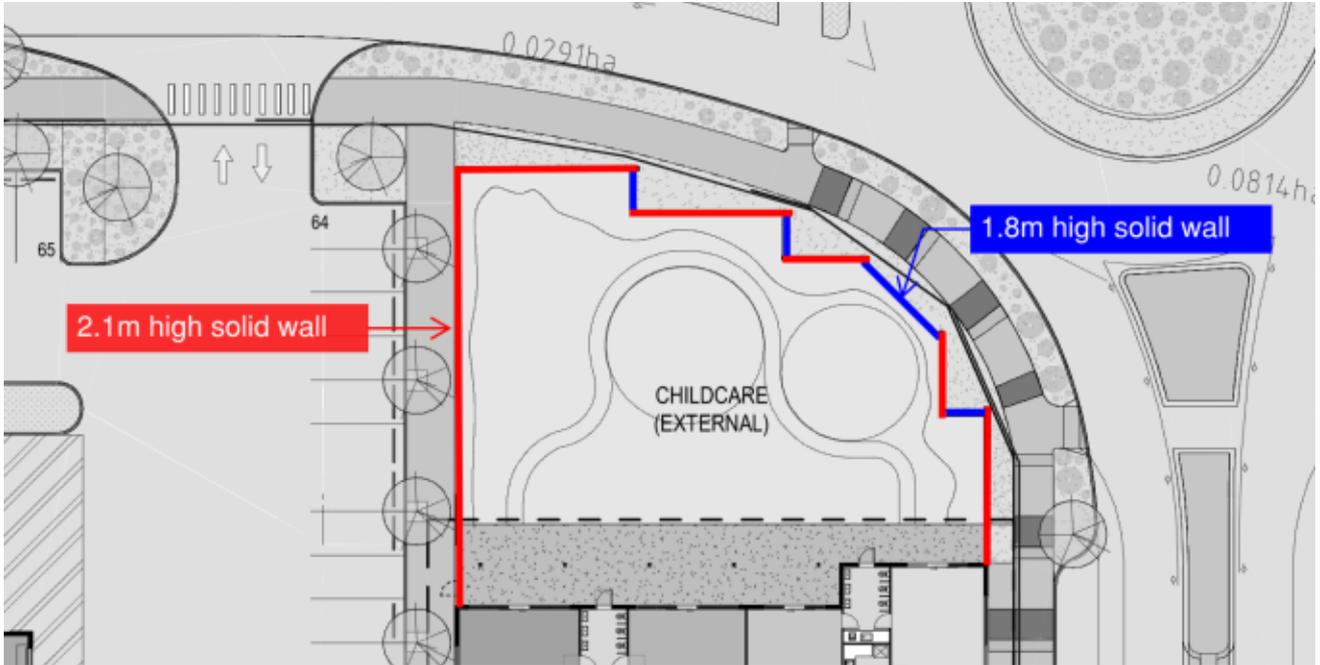


Figure 8: Overview of fencing

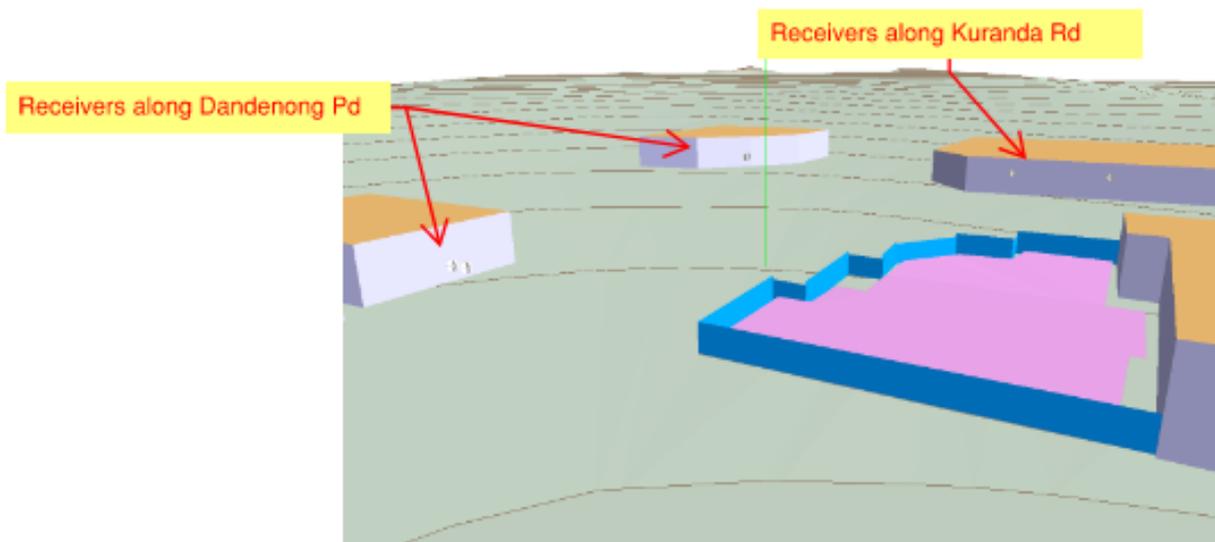


Figure 9: Image of proposed wall treatment to children outdoor play area from Noise model



The highest predicted noise levels at the nearest receivers are presented in Table 12.

Table 12: Highest Predicted Noise levels – 100% capacity for outdoor areas

Scenario	EPNR Assigned Criteria, dB(A)	Predicted Noise Level, dB(A) (Receiver Location)	Exceedance
100% capacity in Outdoor play area	L _{A10} 47	50 (Dandenong Parade)	+3 dB
		50 (Kuranda Dr)	

Based on the predicted noise levels at the receivers, a 3 dB(A) exceedance is predicted at the nearest noise receivers along Dandenong Parade and Kuranda Rd.

Typically, in a childcare centre, not all kids within the centre use the outdoor play area at once from a practicality and safety point of view. Therefore, a scenario with 60-70% kids using the outdoor play area has been modelled. The predicted noise levels for this scenario are presented in Table 13.

Table 13: Highest Predicted Noise levels – 60-70% capacity for outdoor areas

Scenario	EPNR Assigned Criteria, dB(A)	Predicted Noise Level, dB(A) (Receiver Location)	Compliance
60 – 70 % capacity in Outdoor play area	L _{A10} 47	46 (Dandenong Parade)	Yes
		47 (Kuranda Dr)	

3.5 Supermarket Condenser Deck

Noise generated via the mechanical services from the proposed supermarket is required to comply with the EPNR criteria at all nearest sensitive receivers. At this stage, little to no information has been provided regarding mechanical equipment selection to enable an acoustic assessment.

Historical data from previous Stantec projects has been used to undertake a preliminary assessment of the noise emissions from the Roof top plant deck which would typically house Refrigeration Condensers.

Due to continuous operation, mechanical plant is typically assessed against the L_{A10} assigned levels applicable at all noise sensitive developments. Tonality is often present in all mechanical plant types, and therefore, a 5 dB penalty has been assigned to the EPNR criteria for each receiver.

3.5.1 Sound Levels – Mechanical Plant

The sound power levels used in the supermarket condenser deck noise model, which have been based on similar previous projects, have been summarised in Table 14. The condensers have been modelled as point sources one metre above deck level.



Table 14: Refrigeration units Sound Level data

Noise Source	Number of Units	Sound Power Level, dB(A)
Plant Deck		
Refrigeration Condenser	2	82
A/C Condenser	1	86

3.5.2 Results and Recommendations

The predicted noise levels due to the operation of the supermarket condenser deck without any treatments has been summarized in Table 15.

Table 15: Predicted Supermarket Condenser Deck Noise Emission Levels (no screen)

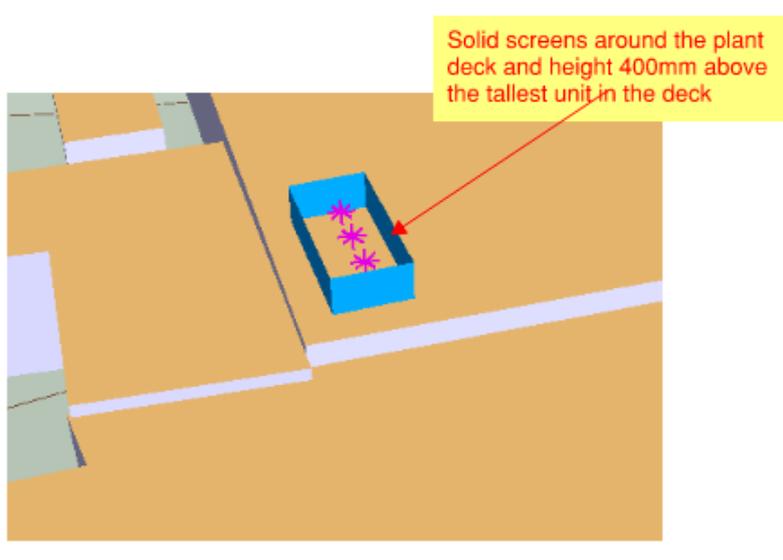
Noise Sensitive Receiver	Refrigeration Condensers	Most Stringent EPNR Criteria, LA10 dB(A)
Receiver along Dandenong parade	51 ¹	37
Receiver along Kuranda Rd	42 ¹	

Notes: 1) Includes +5 dB tonality correction

Based on the results presented in Table 15, compliance is not expected with the assigned levels at the noise sensitive receivers, the nearest being Dandenong Parade and Kuranda Rd.

Therefore, a solid screen (minimum 14 kg/m² surface mass) and height minimum of 400mm above the tallest unit in the plant deck is recommended with extent as depicted in Figure 10.

Figure 10: Supermarket Condenser Barrier requirements



The predicted noise levels with the solid screen in place is summarised in Table 16.

Table 16: Predicted Supermarket Condenser Deck Noise Emission Levels (with solid screens)

Noise Sensitive Receiver	Refrigeration Condensers	Most Stringent EPNR Criteria, L _{A10} dB(A)
Receivers along Dandenong Parade	36 ¹	37
Receivers along Kuranda Rd	34 ¹	

Notes: 1) Includes +5 dB tonality correction



4. Conclusion

Stantec have been engaged to conduct an acoustic assessment and prepare an acoustic report in support of the development application for the proposed Catalina Shopping Centre, Clarkson WA 6030 located within City of Wanneroo.

As part of the development approval process for the Catalina Shopping Centre project, the relevant noise criteria have been provided in this report. This includes the policies and guidelines below:

- Western Australian Environmental Protection (Noise) Regulation 1997 (EPNR)

Noise emissions due to the following noise sources have been assessed through the 3D noise model:

- The loading dock activities;
- Noise from Fast Food operations; and
- Noise from Childcare Centre – Outdoor play area; and
- Noise from major mechanical plant.

The predicted noise levels are compliant to the EPNR 1997 regulations at the nearest noise sensitive receiver at all times of the day as long as the following measures are put in place:

- Supermarket Loading dock:
 - Supermarket deliveries and unloading activities to be limited to no more than 24 minutes every 4 hours so as to be assessed against the L_{A1} parameter of the Regulations;
- Supermarket mechanical plant deck;
 - A solid screen around the supermarket condenser plant deck with height minimum of 400mm above the tallest unit in the plant deck as indicated in Figure 10. This preliminary recommendation is to be reviewed during the design process when detailed equipment selections are available.
- Childcare Centre;
 - Solid screening to the perimeter of the Childcare Centre – Outdoor play area (as per Figure 8);
 - Outdoor play area to be limited to 60 -70% of children at once to achieve compliance with the assigned levels of the EPNR.
- Fast Food tenancies;
 - Rooftop mechanical plant limited to 78 dB(A) per unit, 2 units per tenancy, or treated to achieve equivalent noise emissions during tenancy operating hours
- Mechanical Service Noise Emission Assessment (Childcare centre and Medical centre)
 - At this stage no mechanical unit information is available. Mechanical plant noise emissions are required to comply with the EPNR and will be assessed as the design progresses.



Appendix A Glossary of Acoustic Terms

Term	Description
NOISE -	
Acceptable Noise Level:	The acceptable LAeq noise level from industrial sources, recommended by the EPA (Table 2.1, INP). Note that this noise level refers to all industrial sources at the receiver location, and not only noise due to a specific project under consideration.
Adverse Weather:	Weather conditions that affect noise (wind and temperature inversions) that occur at a particular site for a significant period of time. The previous conditions are for wind occurring more than 30% of the time in any assessment period in any season and/or for temperature inversions occurring more than 30% of the nights in winter).
Acoustic Barrier:	Solid walls or partitions, solid fences, earth mounds, earth berms, buildings, etc. used to reduce noise.
Ambient Noise:	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.
Assessment Period:	The period in a day over which assessments are made.
Assessment Location	The position at which noise measurements are undertaken or estimated.
Background Noise:	Background noise is the term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation, when extraneous noise is removed. It is described as the average of the minimum noise levels measured on a sound level meter and is measured statistically as the A-weighted noise level exceeded for ninety percent of a sample period. This is represented as the L90 noise level.
Decibel [dB]:	The units of sound pressure level.
dB(A):	A-weighted decibels. Noise measured using the A filter.
Extraneous Noise:	Noise resulting from activities that are not typical of the area. Atypical activities include construction, and traffic generated by holidays period and by special events such as concert or sporting events. Normal daily traffic is not considered to be extraneous.
Free Field:	An environment in which there are no acoustic reflective surfaces. Free field noise measurements are carried out outdoors at least 3.5m from any acoustic reflecting structures other than the ground
Frequency:	Frequency is synonymous to pitch. Frequency or pitch can be measured on a scale in units of Hertz (Hz).
Impulsive Noise:	Noise having a high peak of short duration or a sequence of such peaks. A sequence of impulses in rapid succession is termed repetitive impulsive noise.
Intermittent Noise:	Level that drops to the background noise level several times during the period of observation.
LAm _{ax}	The maximum A-weighted sound pressure level measured over a period.
LAm _{in}	The minimum A-weighted sound pressure level measured over a period.
LA1	The A-weighted sound pressure level that is exceeded for 1% of the time for which the sound is measured.
LA10	The A-weighted sound pressure level that is exceeded for 10% of the time for which the sound is measured.
LA90	The A-weighted level of noise exceeded for 90% of the time. The bottom 10% of the sample is the L90 noise level expressed in units of dB(A).



Term	Description
L _{Aeq}	The A-weighted “equivalent noise level” is the summation of noise events and integrated over a selected period of time.
L _{AeqT}	The constant A-weighted sound which has the same energy as the fluctuating sound of the traffic, averaged over time T.
Reflection:	Sound wave changed in direction of propagation due to a solid object met on its path.
R-w:	The Sound Insulation Rating R-w is a measure of the noise reduction performance of the partition.
SEL:	Sound Exposure Level is the constant sound level which, if maintained for a period of 1 second would have the same acoustic energy as the measured noise event. SEL noise measurements are useful as they can be converted to obtain Leq sound levels over any period of time and can be used for predicting noise at various locations.
Sound Absorption:	The ability of a material to absorb sound energy through its conversion into thermal energy.
Sound Level Meter:	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound Pressure Level:	The level of noise, usually expressed in decibels, as measured by a standard sound level meter with a microphone.
Sound Power Level:	Ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power.
Tonal noise:	Containing a prominent frequency and characterised by a definite pitch.



Appendix B Noise Contours





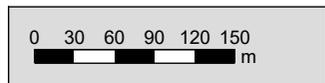
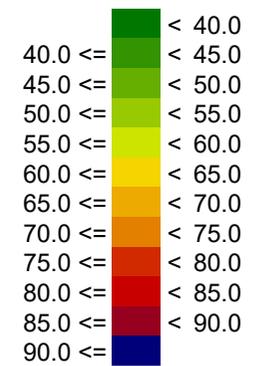
CATALINA SHOPPING CENTRE

301270837
26/02/2024
NPK

NOISE FROM LOADING DOCK ACTIVITIES - LA1 PARAMETER

NOISE CONTOUR AT 1.4m RECIEVER HEIGHT

Noise level in dB(A)



Outdoor play area with 100% capacity

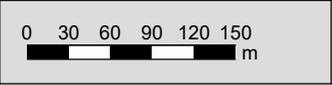
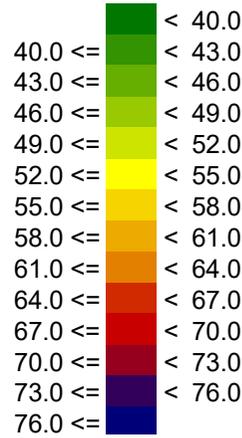
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7/12/2024
NPK

NOISE FROM CHILDREN
OUTDOOR PLAY AREA

NOISE CONTOUR AT
1.4m RECIEVER HEIGHT

Noise level
in dB(A)



Outdoor play area with 60 - 70 % capacity

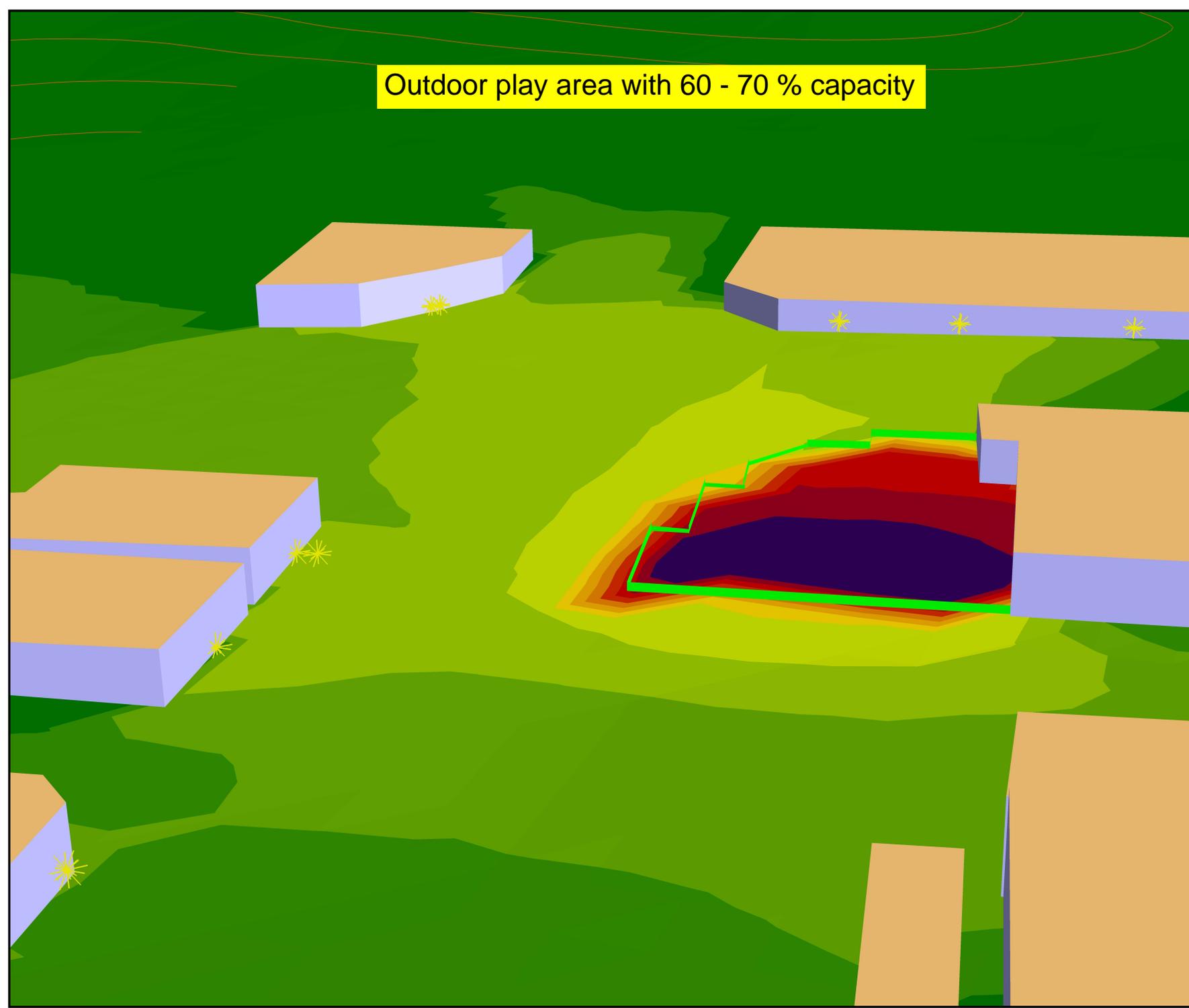
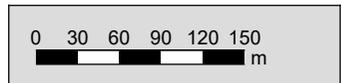
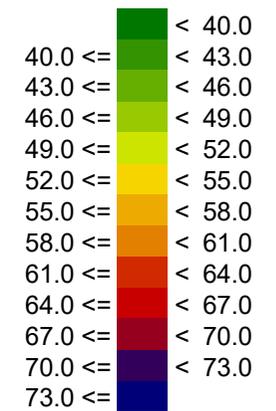
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NOISE FROM CHILDREN
OUTDOOR PLAY AREA

NOISE CONTOUR AT
1.4m RECIEVER HEIGHT

Noise level
in dB(A)



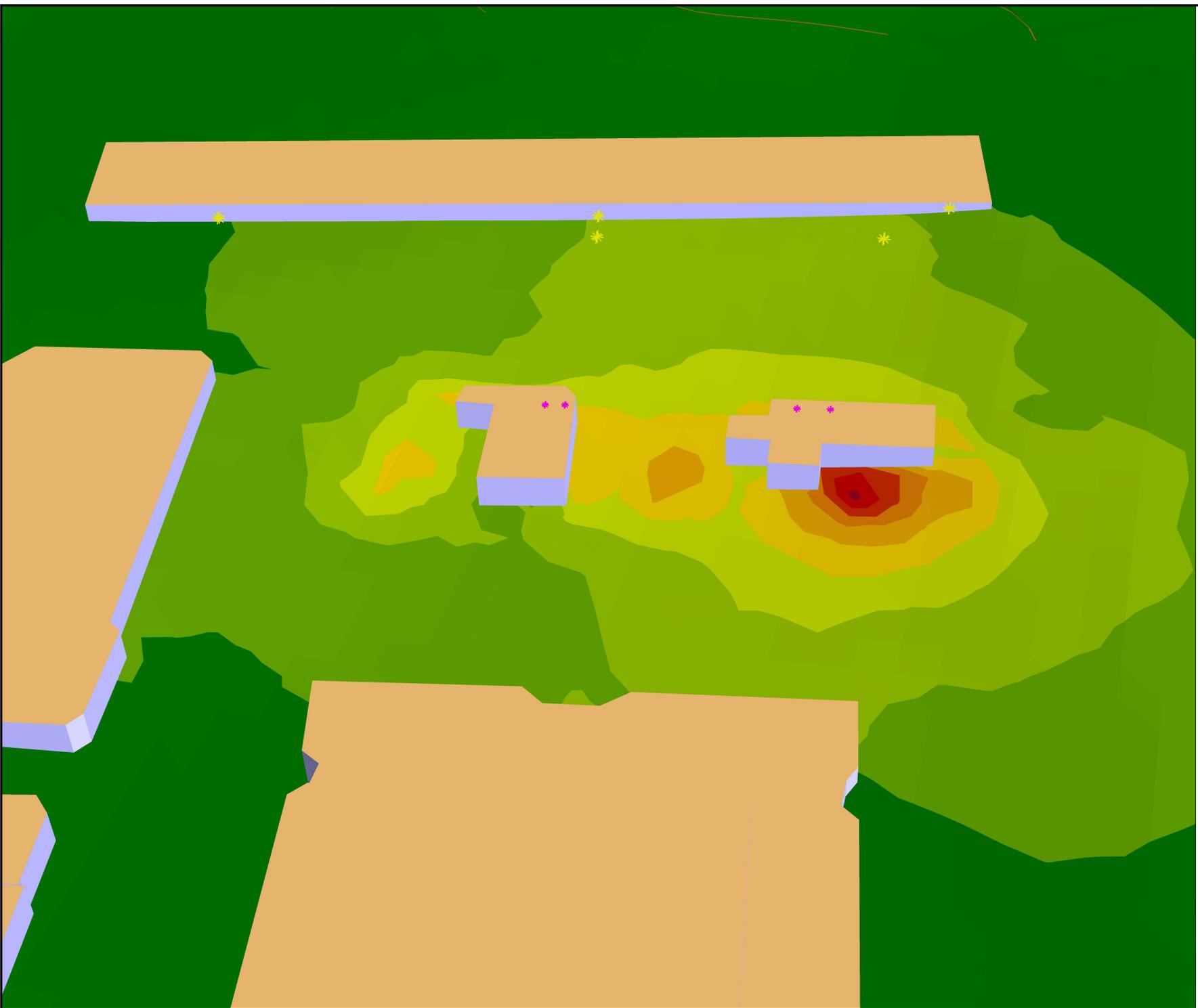
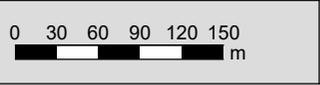
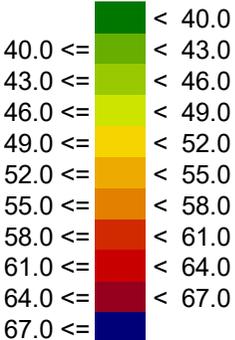
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NOISE FROM FAST FOOD
TENANCY OPERATIONS

NOISE CONTOUR AT
1.4m RECIEVER HEIGHT

Noise level
in dB(A)



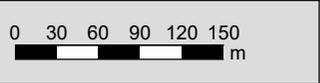
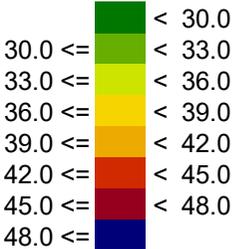
CATALINA SHOPPING CENTRE

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NOISE FROM SUPERMARKET
PLANT DECK - NIGHT TIME

NOISE CONTOUR AT
1.4m RECIEVER HEIGHT

Noise level
in dB(A)



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Item	Section	City of Wanneroo Comment	Stantec Response 22/11/2024
1	3	Please include car parking areas in the assessment - typically car doors and boots being slammed closed requires consideration for Lmax and impulsiveness	There will be street parking immediately adjacent residences. This will have far greater acoustic impact than use of the shopping centre carpark and in our opinion has no practicable controls.
2		Deliveries to fast food outlets to be included	Based on the size of the delivery bays, these are expected to be small service vehicles that have no greater impact than the general use of the carpark. Trucks have been assessed separately.
3	3.2	The modelled source height must be specified. Please include noise from the refrigeration unit mounted on the truck or trailer as it can be quite high and exhibit tonal characteristics. If deliveries occur 7pm-7am, there is also potential for tonality based on '8dB rule'	Source height 2.2m for truck noise with refrigeration unit as a worst case. Source level SWL 95 dB(A) is typically enough to accommodate unloading activities, refrigeration unit and tonality adjustment. Predicted noise levels are LA1 44-46 dB(A), which would often be below typical background noise levels. Tonal adjustment requires significant emergence at the receiver location.
4		It appears you have modelled the truck as a building in this model - not an issue depending on the location of the noise source - please show location on the diagram	The location of the source is shown in the first noise contour of Appendix B.
5		The noise contour map in App B appears to show trucks driving in to loading dock only. What happens when they reverse in? The noise source will now be at opposite end and therefore unlikely to comply. Pls address ensuring trucks do not use 'reversing audible alarms'.	The modelled truck has been considered to reverse into the loading dock receival area as is common practice. The noise source is unloading activity / refrigeration unit at the rear of the vehicle. Stantec do not consider it practicable to stipulate that any truck serving this shopping centre has no audible reversing alarm.
6		Please clarify which of these has been used for LA1 assessment as 'truck movement - arrival or departure' is vastly different to 'loading/unloading activities'. Reminder that noise from refrigeration unit can be tonal based on '8dB rule'. If tonality is present, exceedances will occur at Dandenong Pde	Unloading activities was used as it gave the worst-case results. Tonality discussed in comment response item 3.
7	3.3	BayLfu calculation method is not supported in WA. Specifically, its difficult to see how turnover rate 1car/bay every 15min relates to drive-thrus? Plse address	In our experience, BayLfu with correction for Australian conditions is widely used and accepted in WA. Drive through's have been modelled differently as moving point sources.
8		Include delivery vehicles eg refrigerator trucks, and speakers eg ordering	Delivery vehicles have been addressed in comment response item 2. Speakers/ordering are considered to be set at a conversational level.
9		Fig 7- Specify sound power level (SPL) used for each line/lane as line source can have a total SPL or a per mtre level. 90dBA is too low as total SPL, only works if its 90dBA/mtre as outlets being busy have numerous cars bumper to bumper.	Sound Power Level 90 dB(A) for cars idling/moving at 8km/h and has been based on comparison of multiple research papers.
10		Delivery bays to be included	Delivery vehicles have been addressed in comment response item 2.
11		This appears to be suggesting that fast food outlets are only operating 7am-7pm Mon-Sat. Please address for night, Sundays and public holidays as per EPNR	Lesser drive through traffic volumes and noise emissions are expected outside of the daytime hours.
12	3.4	Carpark-assess noise of cars arriving prior to 7am inc doors slamming against EPNR (LAmx and Impulsiveness)	Car door slamming has been addressed in comment response item 1.
13		Forts- pls reassess noise levels produced by children playing at these elevated heights.	Source heights are as per Association of Australasian Acoustical Consultants (AAAC) Guideline for Child Care Centre Acoustic Assessment.
14		Model on 'desired capacity', not '60-70%' (impossible to condition on DA). Note 3-5yo are noisier than 0-3yo	Both 100% and 70% capacity were modelled. Considering that children engaged in passive play have a source level reduced by 6 dB, compliance is expected at all capacities given the acoustic screening recommended.
15	4	Review 'measures' pursuant to Health Officer comments made throughout the report	Noted.



Email transmittal

TO: Will Pearce, Environmental Health Officer, City of Wanneroo

FROM: Olivier Mallié, Senior Environmental Officer (Noise), Environmental Noise, Department of Water and Environmental Regulation

DATE: 23 December 2024

RE: Stantec Response to City of Wanneroo comments, 1k Expedition Drive, Tamala Park

You requested me to review and comment on the responses provided by Stantec (acoustic consultant) on the queries raised by City of Wanneroo in relation to the acoustic assessment for the proposed development at 1k Expedition Drive, Tamala Park.

The City's queries and Stantec's responses are summarised in document 'Stantec response to City comments 1K Expedition.pdf'. Below are my comments for consideration on relevant items:

Item 1

The City of Wanneroo's request does not seem unreasonable. Noise from car doors / boots closing in the car park may result in adverse impacts depending on the time of day at which they are occurring. Output from noise modelling of these sources can be used to inform potential development conditions to minimise noise impacts.

Item 2

Fast food outlets are likely to receive refrigerated goods. Although such deliveries may use a small truck, the noise emissions from any refrigeration unit mounted on the truck should also be included in the model and assessed.

Item 3

In my experience, the sound power level of 95 dB(A) for a truck mounted refrigeration unit is reasonable but higher levels have been measured. From experience, the noise emissions can also be tonal. The noise assessment should therefore consider the impacts of the noise emissions being tonal.

The reference to the background noise levels is moot, since background noise is accounted for in the influencing factor.

Item 5

I believe it is common for truck mounted refrigeration units to be located at the 'front end' of the trailer that is, behind and above the driver cab. The noise model should therefore reflect this and model the refrigeration unit at the front, not the rear, of the truck.

On the reversing alarms, I also note that where a reversing alarm is warranted, it now seems common to use broadband reversing alarms in-lieu of tonal ones.

Item 7

I do not believe that the BayLfu calculation method is widely used in Western Australia given it is a method based on L_{eq} (average) levels and, therefore, not readily comparable to the assigned noise levels, which are statistical levels.

Stantec's response also mentions the drive-thru was modelled as "moving point sources", which would be a more appropriate modelling method e.g. string of point sources representing several cars idling/moving slowly.

Items 9 and 11

Stantec's response does not seem to fully address the City's query, noting the City's concern appears to relate to how the noise emissions from the drive-thru lane(s) were modelled.

I understand that modelling moving sources can be difficult however, the most common approach is to use a point noise source for each car located in the drive-thru lane(s). I suppose a line source could be used provided the sound power level per metre reflects the noise emission of a single car.

The issue of patronage is, understandably, somewhat complex as it depends on many factors. However, on the basis that the night-time period extends to 9am on a Sunday or public holiday and that there are no specific controls in place to restrict the use of the drive-thru lanes, the noise impacts should be assessed on the basis that "business is good". In other words, at DA stage it should be assumed that there are enough cars going through the drive-thru lane(s) to always trigger the L_{A10} assigned noise levels.

Item 13

This item appears to relate to assessing noise emissions from the proposed childcare centre. The AAAC guideline is an accepted reference however, it does not mention elevated play equipment. Where such equipment is proposed, it would be warranted for the noise modelling to consider children playing at heights by incorporating noise source(s) at higher elevation than recommended in the AAAC guideline.

Item 14

I believe it is the generally accepted approach to base the noise assessment on the total number of children i.e. full capacity, as it is ultimately difficult to control how many children would engage in 'passive play' vs 'active' play at any time.



Olivier Mallié
Senior Environmental Officer (Noise)
Approvals Portfolio, Environmental Noise Branch

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Proposed Commercial Development Lot 3128 Expedition Drive, Catalina Estate Waste Management Plan

PREPARED FOR:
Lightpoint Nominees Pty Ltd

July 2024

Document history and status

Author	Revision	Approved by	Date approved	Revision type
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A Navarro	wmp01a	B Bordbar	18/07/2024	Final
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A Navarro	wmp01c	M Rasouli	31/07/2024	2 nd Revision

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Author: Alvira Illana Navarro

Project manager: Behnam Bordbar

Client: Lightpoint Nominees Pty Ltd

Project: Lot 3128 Expedition Drive, Catalina Estate

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Project number: t22.168

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1 Introduction

This Waste Management Plan (WMP) has been prepared by Transcore on behalf of Lightpoint Nominees Pty Ltd with regard to the proposed commercial development to be located at Lot 3128 Expedition Drive, Catalina Estate.

The subject site is located within the Catalina Estate which is located at the southwest corner of the Mitchell Freeway and Neerabup Road interchange as shown in **Figure 1**. **Figure 1** also shows the location of the subject site within the Catalina Estate.

This WMP will identify how waste is to be stored and collected from different land uses within the proposed development. This WMP has been prepared in accordance with the requirements outlined by the WALGA's *Commercial and Industrial Waste Management Plan Guidelines*.

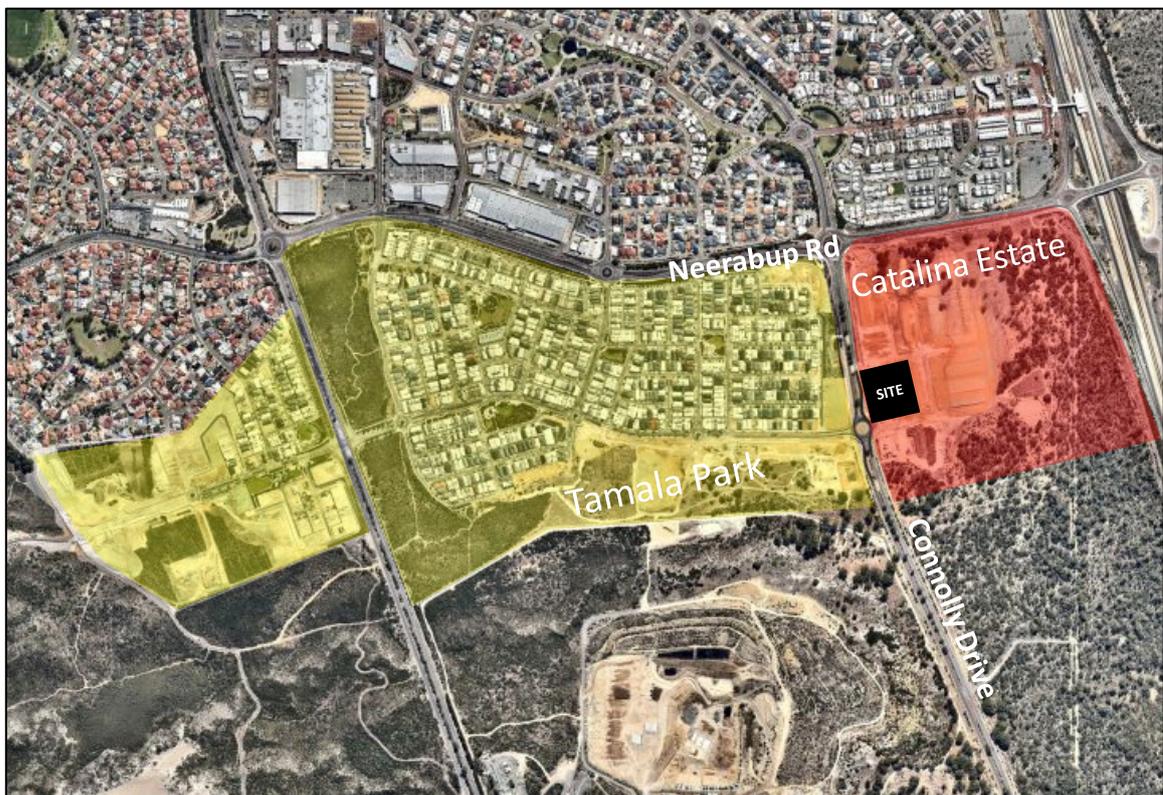


Figure 1: Location of the subject site

2 Waste Generation

The following section documents the waste generation rates used to estimate the waste volumes that would be generated by different land uses within the proposed development.

2.1 Proposed Tenancies/Land Uses

The anticipated volume of waste (general waste and recyclables) is based on the floor area (m²) of the tenancies/land uses within the proposed development. The proposed development consists of the following land uses:

- Tenancy 1 – Food & Beverage;
- Tenancy 2 – Food & Beverage;
- Tenancy 3 – Food & Beverage;
- Tenancy 4 – Food & Beverage;
- Tenancy 5 – Retail;
- Tenancy 6 – Retail;
- Tenancy 7 – Retail;
- Tenancy 8 – Retail;
- Tenancy 9 – Food & Beverage;
- Tenancy 10 – Retail;
- Tenancy 11 – Liquor;
- Tenancy 12 – Vet;
- Tenancy 13 – Medical;
- Tenancy 14 – Gym;
- Tenancy 15 – Café;
- Office;
- Supermarket;
- Childcare Centre; and,
- 2 Fast food outlets

It should be noted that the Supermarket land use has its own back-of-house facilities and manages waste through its own internal processes governed by national waste collection contracts. As a result, the Supermarket land use has been excluded from the considerations and findings presented in this WMP.

2.2 Waste Generation Rates

The waste generation rates are derived from the Western Australian Local Government Association's (WALGA) *Commercial and Industrial Waste Management Plan Guidelines (2014)*, the City of Gosnells' (GOS) *Information Sheet – Waste Collection* and the City of Melbourne's (MEL) *Guidelines for Preparing a Waste Management Plan (2021)*.

A robust approach was adopted to estimate the waste generation for the proposed development by assuming a seven-day operation for all land uses which results in conservative waste volume.

The 'restaurant' waste generation rate was adopted for the proposed four (4) food retail tenancies (Tenancy 1 to 4). It is highly unlikely that all four tenancies within the proposed development will function as formal restaurants, however, in line with a robust approach, the waste generation rate for formal restaurants has been used as it represents the highest volume among all food beverage tenancy types. This approach has been adopted to ensure that the waste management capacity of the proposed development is adequately addressed.

Medical waste is highly dependent on the nature and scale of medical practices undertaken on-site. There are currently no medical/clinical waste generation rates available within published waste management guidelines. Facilities such as pharmacies, veterinary clinics and medical clinics typically manage medical waste within premises therefore, medical waste has not been included in waste generation calculations. However, the general and recyclables waste generation component of the medical centre was estimated using the 'Offices' rate.

Table 1 shows the waste generation rates applied for each tenancy.

Table 1: Waste Generation Rates

Tenancy	Guideline Reference	General Waste Generation Rate	Recyclables Generation Rate
Tenancy 1	WALGA – Restaurant	660L/100m ² floor area/day	130L/100m ² floor area/day
Tenancy 2	WALGA – Restaurant	660L/100m ² floor area/day	130L/100m ² floor area/day
Tenancy 3	WALGA – Restaurant	660L/100m ² floor area/day	130L/100m ² floor area/day
Tenancy 4	WALGA – Restaurant	660L/100m ² floor area/day	130L/100m ² floor area/day
Tenancy 5	MEL - Hairdresser	60L/100m ² floor area/day	60L/100m ² floor area/day
Tenancy 6	MEL - Hairdresser	60L/100m ² floor area/day	60L/100m ² floor area/day
Tenancy 7	MEL - Hairdresser	60L/100m ² floor area/day	60L/100m ² floor area/day
Tenancy 8	MEL - Hairdresser	60L/100m ² floor area/day	60L/100m ² floor area/day
Tenancy 9	MEL – Takeaway/Café	150L/100m ² floor area/day	150L/100m ² floor area/day
Tenancy 10	WALGA – Retail (non-food)	50L/100m ² floor area/day	50L/100m ² floor area/day
Tenancy 11	WALGA – Retail (non-food)	50L/100m ² floor area/day	50L/100m ² floor area/day
Tenancy 12	GOS – (Office)Medical Centre	10L/100m ² floor area/day	10L/100m ² floor area/day

Tenancy	Guideline Reference	General Waste Generation Rate	Recyclables Generation Rate
Tenancy 13	GOS – (Office) Veterinary Centre	10L/100m ² floor area/day	10L/100m ² floor area/day
Tenancy 14	MEL – Gym	10L/100m ² floor area/day	10L/100m ² floor area/day
Tenancy 15	MEL – Café	300L/100m ² floor area/day	200L/100m ² floor area/day
Office	WALGA - Offices	10L/100m ² floor area/day	10L/100m ² floor area/day
Childcare Centre	MEL – Childcare	350L/100m ² floor area/week	350L/100m ² floor area/week
Fast Food 1	GOS – Fast Food Outlet	150L/100m ² floor area/day	150L/100m ² floor area/day
Fast Food 2	GOS – Fast Food Outlet	150L/100m ² floor area/day	150L/100m ² floor area/day

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L). This will generally influence the bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) are adopted for this waste assessment, which is shown in **Table 2**. It is estimated that the proposed development will generate 32,791L of general waste and 19,548L of recyclables on a weekly basis.

Table 2: Estimated Waste Generation

Tenancy	Area (m ²)	General Waste Generation per Week (L/week)	Recyclables Waste Generation per Week (L/week)
Tenancy 1	78	3,604	710
Tenancy 2	76	3,511	692
Tenancy 3	76	3,511	692
Tenancy 4	76	3,511	692
Tenancy 5	91	382	382
Tenancy 6	86	361	361
Tenancy 7	90	378	378
Tenancy 8	89	374	374

Tenancy	Area (m ²)	General Waste Generation per Week (L/week)	Recyclables Waste Generation per Week (L/week)
Tenancy 9	87	914	914
Tenancy 10	321	1,124	1,124
Tenancy 11	220	770	770
Tenancy 12	759	531	531
Tenancy 13	771	540	540
Tenancy 14	457	320	320
Tenancy 15	270	5,670	3,780
Office	25	18	18
Childcare Centre	678	2,373	2,373
Fast Food 1	266	2,793	2,793
Fast Food 2	202	2,121	2,121
Total		32,805	19,562

2.4 Medical Waste Generation

NOTE: All medical waste information within this section to be completed and finalised on confirmation of occupancy of the medical and veterinary centre.

As mentioned above, medical waste is highly dependent on the nature and scale of medical practices undertaken on-site. There are currently no medical/clinical waste generation rates available within published waste management guidelines. AS/NZS 3816:1998 Management of clinical and related wastes and any subsequent revisions has identified the following types of waste anticipated to be generated in typical medical centres:

- Clinical Waste;
- Related Waste;
- General Waste; and,
- Recyclable Waste.

The general and recyclable waste has been discussed in the previous section. The following will outline the first two aforementioned types of waste in detail.

2.4.1 Clinical Waste

These are wastes that have the potential to cause disease, sharps injury or public offence including sharps, human tissue waste, laboratory waste and animal waste resulting from medical or veterinary research or treatment or any other waste. Clinical waste is further categorised into:

- **Animal waste:** waste arising from the whole or any part of an animal, or excreta.
- **Sharps waste:** objects or devices having sharp points or protuberances or cutting edges capable of causing a penetrating injury to humans.
- **Human tissue waste:** body tissue, organs, limbs and any free-flowing liquid body substance e.g. blood; Excludes teeth, hair and nails.
- **Laboratory waste:** a specimen or culture discarded in the course of medical, dental or veterinary practice or research, including genetically manipulated material and imported biological material or any material grossly contaminated thereby.

2.4.2 Related Waste

Other wastes generated within health care settings which are contaminated with cytotoxic drugs or other pharmaceuticals, chemicals and radioactive materials and can be further categorised into:

- Chemical waste: waste material generated from the use of chemicals in medical, dental, veterinary, laboratory, ancillary and disposal procedures.
- Cytotoxic waste: waste material, including sharps, contaminated with a cytotoxic drug.
- Pharmaceutical waste: may be generated by various means including, but not limited to:
 - Expired pharmaceutical products.
 - Pharmaceutical products discarded due to being in a substandard state (e.g., noncompliant storage, damaged or contaminated packaging, failed quality control specifications during manufacture).
 - Pharmaceutical products returned by patients, discarded by the public, no longer required by the public or no longer required by a healthcare facility.
 - Waste generated by the manufacture or via the administration of pharmaceutical products.
 - Preparations of drugs added to an intravenous solution.
 - Other waste contaminated with pharmaceuticals.

Pharmaceutical wastes exclude:

- Pharmaceutical drugs and their metabolic by-products excreted by patients undergoing therapy.
- Empty bottles (containing no liquid), empty pill bottles or strip packages where all tablets/capsules have been removed or other similar uncontaminated packaging.

- Materials with trace quantities of pharmaceutical products (with the exception of cytotoxic drugs) such as used syringes and used intravenous sets (although they may be classed as clinical waste including sharps). Empty glass ampoules are classed as sharps and should be disposed of accordingly.
- Simple intravenous solutions such as saline or dextrose, liquid nutrient preparations and electrolyte solutions. These may be disposed of as normal liquids through the sewage system.

Radioactive waste:

Waste material, including sharps, contaminated with a radioisotope which arises from the medical or research use of radionuclide, e.g. during nuclear medicine, radioimmunoassay and bacteriological procedures, which may be of solid, liquid or gaseous form, and which emit a level of radiation above the level set by regulatory authorities as exempt.

It must be noted that specific health legislation applies to the management of radiological and pharmaceutical wastes: The Radiation Safety Act 1975 and Poisons Act 1964 respectively.

3 Waste Storage

Waste generated within the proposed development will be collected in bins located in Bin Storage Areas labelled as “Store” in the proposed site plan shown in **Appendix A** and discussed in the following sub-sections.

3.1 Internal Bins

For positive recycling behaviour and maximum diversion from landfills, each tenancy/land use will have two internal bins for separate disposal of general waste and recyclables. Waste from these internal bins will be transferred by the tenant, staff or cleaners to the respective Bin Storage Areas and be deposited into the appropriate general waste and recycling bins.

Tenants, staff or cleaners will transfer the waste to the respective Bin Storage Areas. it is necessary to empty the internal bins on a daily basis and outside of normal operating hours to minimise disturbance to customers and visitors of the proposed development.

The staff, cleaners and/or tenants of each land use are responsible for the cleaning and maintenance of their respective internal bins.

3.1.1 Recycling Stations

To promote positive recycling behaviour to the community, it is proposed that recycling station(s) to be installed within the neighbourhood shopping centre. The recycling station(s) will collect common e-waste items that are otherwise would've been thrown in the landfill. This will help educate users about sustainability and what should be recycled. An example of a recycling station is shown in **Figure 2**.

Please note that the collected e-waste will be dependent on what the contractor partnered with the neighbourhood shopping centre can recycle.



Figure 2: Sample Recycling Station (Source: Source Separations System)

3.1.2 Medical Waste Internal Bins

It is proposed that the medical waste should be disposed in specialised containers specifically for medical waste disposal. It is proposed that the internal bins be divided for clinical waste, cytotoxic waste and sharps as shown in Table 3.

Table 3: Medical Waste Internal Bins

Type of Medical Waste	Description	Bin
Clinical Waste	<p>It is proposed that clinical waste will be disposed of in biohazard/clinical waste bin for collection by a specialised contractor. Storage containers used for collection of clinical waste should be:</p> <ul style="list-style-type: none"> ▪ Strong enough to safely contain the waste they are designed to hold; ▪ Not be filled more than two thirds full; ▪ Not be closed with sharp objects; and, ▪ Non-PVC plastic if destined for incineration. 	

Type of Medical Waste	Description	Bin
Cytotoxic Waste	<p>It is proposed that cytotoxic waste will be disposed in cytotoxic containers for collection by a specialised contractor. Storage containers used for collection of cytotoxic waste should be:</p> <ul style="list-style-type: none"> ▪ Puncture resistant; and, ▪ Leak proof. 	
Sharps	<p>It is proposed that sharps (not including the sharps contaminated with cytotoxic waste) be disposed in a specialised sharps container. Sharps containers should:</p> <ul style="list-style-type: none"> ▪ Be rigid wall containers; ▪ Comply with AS 4031 and AS/NZS 4261; and, ▪ Not be reused unless the container is designed as reusable. 	

Please note that all medical waste containers described can be found in various sizes and should be sized based on usage. It is proposed that all types of containers be provided in each room where medical waste is to accumulate.

3.2 Bin Sizes

Table 4 summarises the typical dimensions of standard bins that may be utilised at the proposed development. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 4: Typical Bin Dimensions (Source: WALGA)

Bin Capacity	240L	360L	660L	1,100L
Height (mm)	1080	1100	1250	1470
Depth (mm)	735	885	850	1245

Bin Capacity	240L	360L	660L	1,100L
Width (mm)	580	600	1370	1370
Approximate footprint (m ²)	0.43	0.53	1.16	1.7

The number of required bins per Bin Storage Area is summarised below. The configuration of the bins within the Bin Storage Area is shown in **Appendix B**. It is worth noting that the number of bins and corresponding placement of bins shown represent the maximum requirements assuming two collections per week for both general waste and recyclables.

3.2.1 Store 1

Store 1 has been allocated for the Tenancy 11.

The number of bins required for the tenancy utilising Store 1 was modelled using the estimated waste generation in **Table 2**, and bin sizes in **Table 4** and based on the collection of general waste and recyclables twice a week.

Based on the analysis undertaken, the bins to be accommodated in Store 1 are the following:

- 2 x 240L general waste bins; and,
- 2 x 240L recycling bins.

3.2.2 Store 2

Store 2 has been allocated for the Tenancies 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 & Office.

The number of bins required for the tenancies utilising Store 2 was modelled using the estimated waste generation in **Table 2**, and bin sizes in **Table 4** and based on the collection of general waste and recyclables twice a week.

Based on the analysis undertaken, the bins to be accommodated in Store 2 are the following:

- 9 x 1100L general waste bins; and,
- 3 x 1100L recycling bins.

3.2.3 Store 3

Store 3 has been allocated for the Tenancy 15 and childcare centre.

The number of bins required for the tenancies utilising Store 3 was modelled using the estimated waste generation in **Table 2**, and bin sizes in **Table 4** and based on the collection of general waste and recyclables twice a week.

Based on the analysis undertaken, the bins to be accommodated in Store 3 are the following:

- 4 x 1100L general waste bins; and,
- 3 x 1100L recycling bins.

3.2.4 Store 4

Store 4 has been allocated for the Tenancies 12, 13 and 14.

The number of bins required for the tenancies utilising Store 4 was modelled using the estimated waste generation in **Table 2**, and bin sizes in **Table 4** and based on the collection of general waste and recyclables twice a week.

Based on the analysis undertaken, the bins to be accommodated in Store 4 are the following:

- 2 x 360L general waste bins; and,
- 2 x 360L recycling bins.

3.2.5 Fast food outlet 1

The number of bins required for Fast food outlet 1 was modelled using the estimated waste generation in **Table 2**, and bin sizes in **Table 4** and based on collection of general waste and recyclables twice a week.

Based on the analysis undertaken, the bins to be accommodated in Fast Food Outlet 1 are the following:

- 2 x 660L general waste bins; and,
- 2 x 660L recycling bins.

3.2.6 Fast food outlet 2

The number of bins required for Fast Food Outlet 2 was modelled using the estimated waste generation in **Table 2**, and bin sizes in **Table 4** and based on collection of general waste and recyclables twice a week.

Based on the analysis undertaken, the bins to be accommodated in Fast Food Outlet 1 are the following:

- 1 x 1100L general waste bins; and,
- 1 x 1100L recycling bins.

3.3 Bin Storage Area Design

The design for the bin storage area will take into consideration the following:

- Floors are to be designed as smooth and impervious, and sloped to a drain connected to the sewer system;
- Taps to be made available for washing of bins and Bin Storage Areas;
- Adequate aisle width for easy manoeuvring of bins;
- Adequate accessibility for waste trucks;
- No bins are to be double-stacked;
- Doors to the Bin Storage Areas are designed to be self-closing, vermin-proof and wide enough to fit bins through;
- Ventilation to a suitable standard must be provided;
- Appropriate signage for the bin storage areas;
- Undercover where possible, and designed to not permit stormwater to enter into the drain;
- Bins not visible from the property boundary or areas trafficable by the public; and,
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Areas will be monitored by the housekeepers/cleaners/staff/tenants during the operation of the neighbourhood shopping centre to ensure that the number of bins and collection frequency are sufficient.

4 Waste Collection

A private waste collection contractor will service the proposed development utilising a rear loader waste collection vehicle as follows:

- 32,804L general waste bins, to be collected twice a week; and,
- 19,562L recyclable bins, to be collected twice a week.

The private contractor's rear loader waste collection vehicle will service the bins on-site, directly from the respective Bin Storage Areas. The waste collection vehicle will travel on the left-hand lane of the traffic flow, turn into the proposed development in forward gear and pull up adjacent to the Bin Storage Areas for servicing.

Servicing is anticipated to be conducted outside of normal operating hours to allow the waste collection vehicle to utilise the empty car park for manoeuvring and mitigate impacts on local traffic movements during peak traffic hours.

The private contractor's staff will ferry the bins to and from the vehicle and the Bin Storage Areas during servicing. The private contractor will be provided access to the Bin Storage Areas to facilitate servicing if required.

Waste collection vehicles are able to access each Bin Storage Area and access/egress the site satisfactorily as confirmed by the swept paths included in [Appendix C](#).

4.1 Bulk and Specialty Waste

Bulk and specialty waste materials will be removed from the neighbourhood shopping centre as they are generated on an 'as required' basis. A temporary skip bin could be utilised for collections if required.

Adequate space may be allocated throughout the neighborhood shopping centre for the placement of cabinets/containers for the collection and storage of bulk and specialty wastes that cannot be disposed of within the bins in the respective Bin Storage Areas. These may include items such as:

- Refurbishment wastes from fit-outs;
- Batteries and E-wastes;
- White goods/appliances;
- Used Cooking Oil;
- Cleaning chemicals; and
- Commercial Light globes.

These bulk and specialty wastes will be removed from the proposed development when sufficient volumes have been reached to warrant disposal. Bulk and specialty

waste collection will be monitored by neighbourhood shopping centre management who will organise their transport to the appropriate waste facility, as required.

4.2 Recycled E-waste

E-waste will be removed from the neighbourhood shopping centre via a private contractor dealing with recycling or reusing of e-waste. Designated recycling station(s) will be installed within the development and waste will be collected as required.

The neighbourhood shopping centre management will organise and partner with a private contractor for the transport of the e-waste to the appropriate facility.

4.3 Controlled Medical Waste

The volume of medical waste generated at the proposed development will be dependent on the nature and scale of the medical practices undertaken. Appropriate containers will be placed in all necessary areas within the medical clinic and veterinary clinic where particular categories of medical waste may be generated. Instructions on identifying and separating the medical wastes will be posted at each waste collection point to remind staff of procedures.

It is the responsibility of the medical clinic and veterinary clinic to ensure medical waste is prepared for safe transport (i.e. no containers are to be overfilled) and that licensed carriers are contracted to transport and track their waste to a disposal site in accordance with Controlled Waste Regulations.

Specialised medical waste containers for relevant waste streams will be stored and collected directly from the areas with the containers by a qualified medical waste service provider. A suitably licensed controlled waste service provider, that is licenced by the Environment Protection Authority (EPA), will be engaged to determine the storage and collection requirements. It is proposed that waste collection will occur on a flexible arrangement or an as needs basis.

5 Waste Management Strategy

This WMP has been developed with an approach of reducing waste through best practices and education of tenants and staff. Best practices for waste minimisation will optimise the use of the waste minimisation hierarchy, which seeks to encourage sustainability. The waste hierarchy is shown below in **Figure 3**.

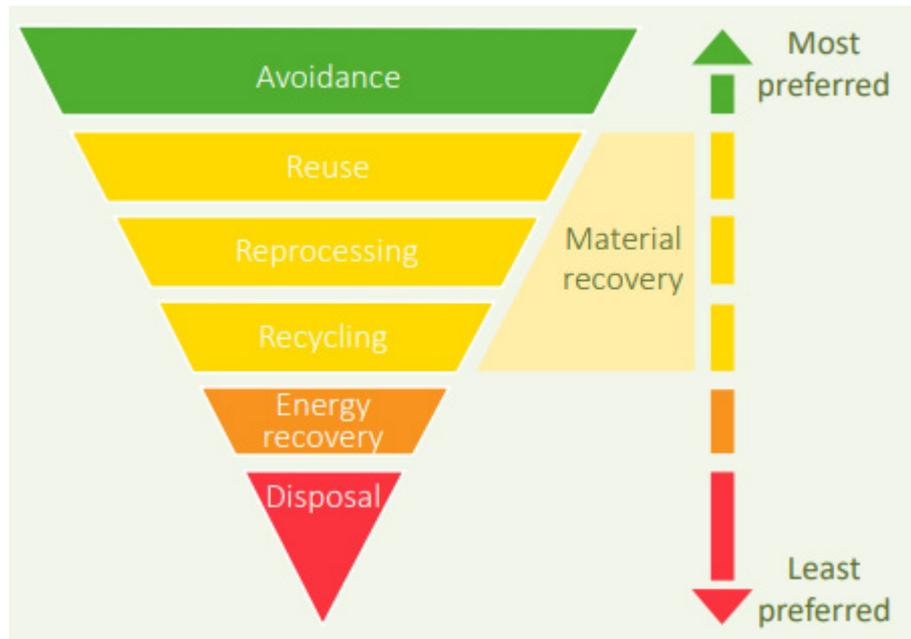


Figure 3: Waste Hierarchy (Source: WA Government Waste Authority)

5.1 Information Dissemination

In order to communicate the best practices of waste management, suitable types of information can be disseminated as follows:

- Online information communicated through website and social media;
- Marketing materials, such as posters, employee manuals, leaflets demonstrating procedures of waste segregation and waste collection days;
- Sufficient labelling of bins, signage of storage areas and equipment to reinforce waste separation; and,
- For medical waste, instructions on identifying and separating the medical wastes will be posted at each waste collection point to remind staff of procedures.

5.2 Engagement

Regular engagement between tenants and management of the neighbourhood shopping centre should take place in order to remind everyone the proper and best practices of waste management. This includes:

- Demonstration of waste management systems pertinent to individual's role;
- Distribution of waste management plan documents in relevant locations; and,
- Conducting seminars/training for new staff/tenants and refresher seminars/trainings on effective waste management and sustainability.

5.3 Monitor and Review

The neighbourhood shopping centre management will be tasked to complete the following actions:

- Monitoring and maintenance of the bins and the Bin Storage Areas;
- Cleaning of the bins and Bin Storage Areas, when required;
- Rotating the full and empty bins within the Bin Storage Areas to ensure staff/cleaners will always have easy access to bins for disposal of waste;
- Ensure all staff/cleaners/tenants of the neighbourhood shopping centre are made aware of this WMP and their responsibilities thereunder;
- Monitor staff/cleaners/tenants' behaviour and identify requirements for further education and/or signage;
- Organise disposal of bulk and specialty waste, as required;
- Regularly engage with staff/cleaners/tenants to develop opportunities for reduction of waste volumes and increase resource recovery; and,
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

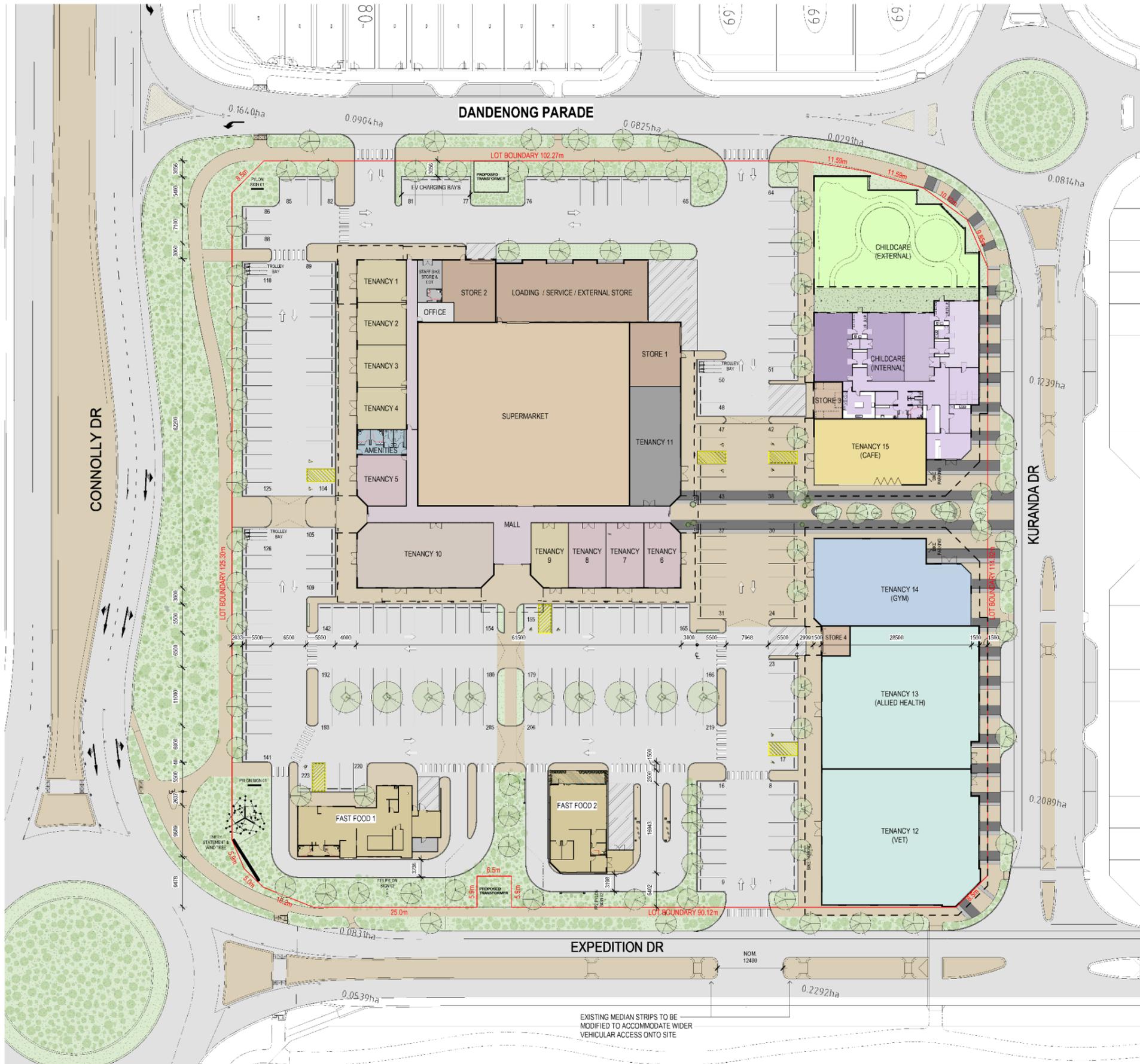
The neighbourhood shopping centre management will work closely with the staff, cleaners and tenants to maintain an efficient waste management system.

Appendix A

PROPOSED SITE PLAN

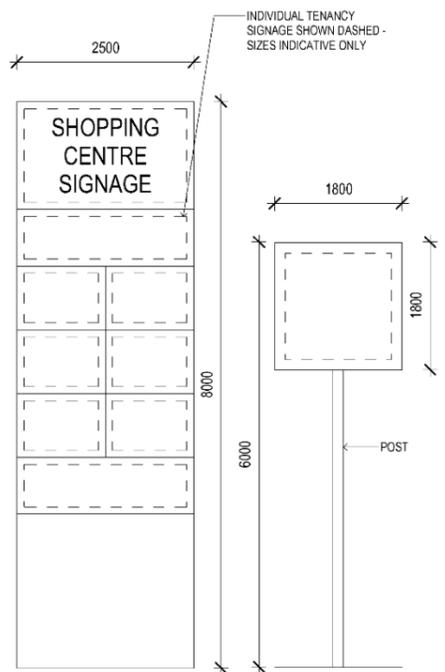


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ACCOMMODATION SCHEDULE	
PROPOSED TENANT	AREA
FAST FOOD 1	266 m ²
FAST FOOD 2	202 m ²
- ALFRESCO	27 m ²
TENANCY 1	78 m ²
TENANCY 2	76 m ²
TENANCY 3	76 m ²
TENANCY 4	76 m ²
TENANCY 5	91 m ²
TENANCY 6	86 m ²
TENANCY 7	90 m ²
TENANCY 8	89 m ²
TENANCY 9	87 m ²
TENANCY 10	321 m ²
TENANCY 11	220 m ²
TENANCY 12	759 m ²
TENANCY 13	771 m ²
TENANCY 14	457 m ²
TENANCY 15	270 m ²
SUPERMARKET	1400 m ²
LOADING / SERVICE / EXTERNAL STORE	332 m ²
CHILDCARE - OUTDOOR PLAY AREA	678 m ²
	650 m ²
OFFICE	25 m ²
STORE 1	118 m ²
STORE 2	114 m ²
STORE 3	36 m ²
STORE 4	31 m ²

SITE INFORMATION:	
TOTAL LOT / SITE AREA:	19,850m ²
DEVELOPMENT SUMMARY	
• SUPERMARKET (ANCHOR TENANCY)	1,400m ²
• RETAIL & FAST-FOOD TENANCIES	2,512m ²
• CHILDCARE CENTRE	674m ²
• MEDICAL TENANCIES	1,530m ²
• ANCILLARY SPACES	1,061m ²
TOTAL:	7,177m ²
NUMBER OF PROPOSED CAR BAYS:	223
- 207 OFF STANDARD CAR BAYS	
- 5 OFF EV CHARGING BAYS	
- 11 OFF UNIVERSALLY ACCESSIBLE CAR BAYS	
NUMBER OF PROPOSED PUBLIC BIKE PARKING:	14
NUMBER OF PROPOSED SECURED STAFF BIKE PARKING:	10



NOTE: ALL TENANCY AREAS IN SCHEDULE ABOVE ARE MEASURED TO THE CENTRE LINE OF INTERTENANCY WALLS (WHERE APPLICABLE) AND THE OUTERMOST FACE OF THE PERIMETER WALLS OF EACH TENANCY.



NOTE: REFER TO SITE PLAN FOR PYLON SIGNS LOCATION

1 SITE PLAN
1:400

E	ISSUE FOR DA	WHC	NP	29.07.2024
D	POST DRP - ISSUE FOR COORDINATION	WHC	NP	01.07.2024
C	ISSUE FOR DISCUSSION	WHC	NP	26.06.2024
B	ISSUE FOR DRP	WHC	NP	09.05.2024
revision/issue	description	drawn by	check by	date
project	CATALINA PLAZA DEVELOPMENT	drawn	description	
location	LOT 3128, EXPEDITION DRIVE, TAMALA PARK	checked	SITE PLAN	
scale	As indicated	date	29.07.2024	dwg no
		project no	183.21	SK001
		rev		E

Hodge Collard Preston ARCHITECTS

Third Floor 38 Richardson Street,
West Perth WA 6005
PO Box 743, West Perth WA 6872
Ph: (08) 9322 5144
Fax: (08) 9322 5140
Email: slm@hpcpa.com

Appendix B

BIN STORAGE AREAS



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AL STORE

STORE 1

STAFF BIKE
STORE &
EOT

STORE 2

Lot 3128 Expedition Drive, Catalina Estate

Bin Storage Areas (Store 1 & Store 2)

Store 1: 240L bins & Store 2: 1,100L bins

LEGEND

General Waste
Recyclables

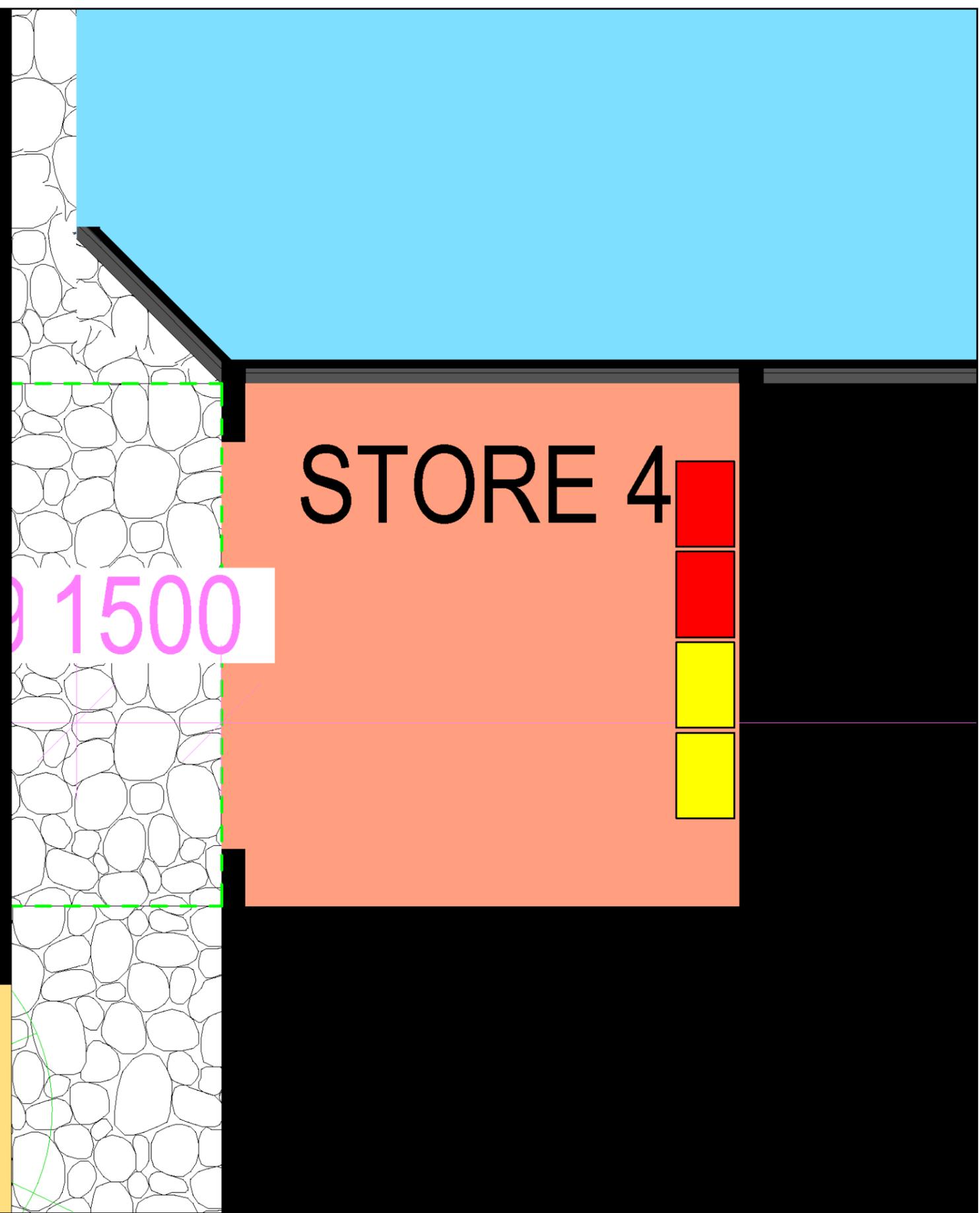
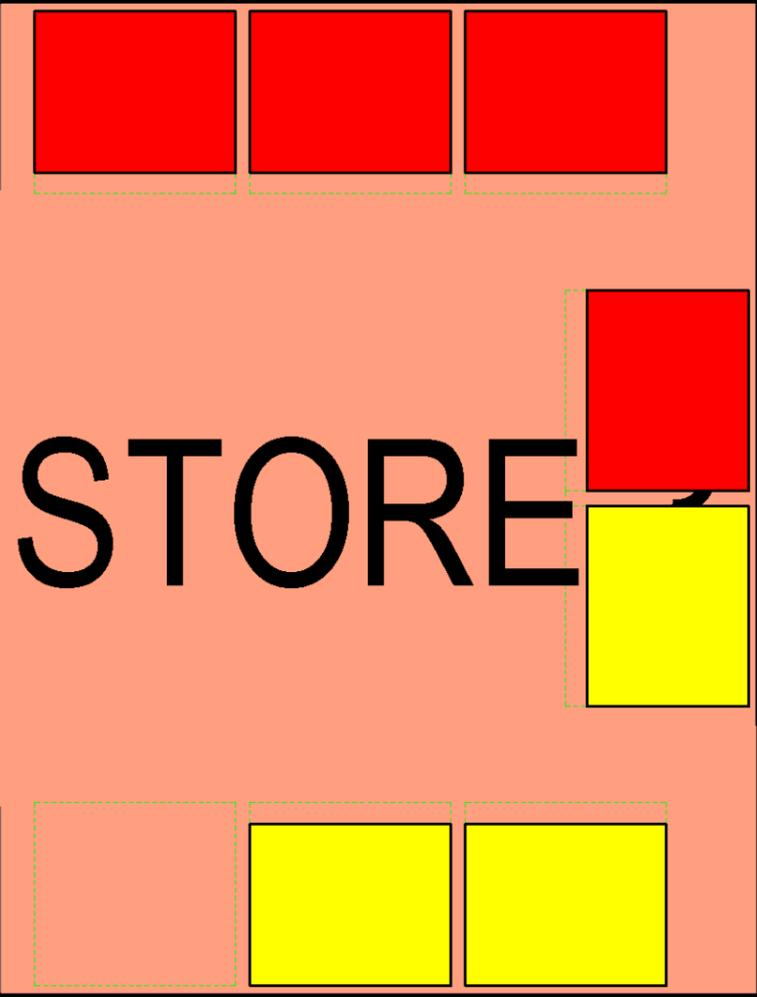


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25/07/2024

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LEGEND
 General Waste
 Recyclables

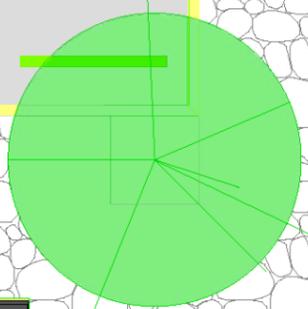


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 18/07/2024
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Lot 3128 Expedition Drive, Catalina Estate
 Bin Storage Areas (Store 3 & Store 4)
 Store 3: 1,100L bins & Store 4: 360L bins

220



FOOD 1

3236

FAST FOOD 2

Lot 3128 Expedition Drive, Catalina Estate

Bin Storage Areas (Fast food 1 & Fast food 2)

Fast food 1: 660L bins & Fast food 2: 1,100L bins

LEGEND

General Waste
Recyclables



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18/07/2024

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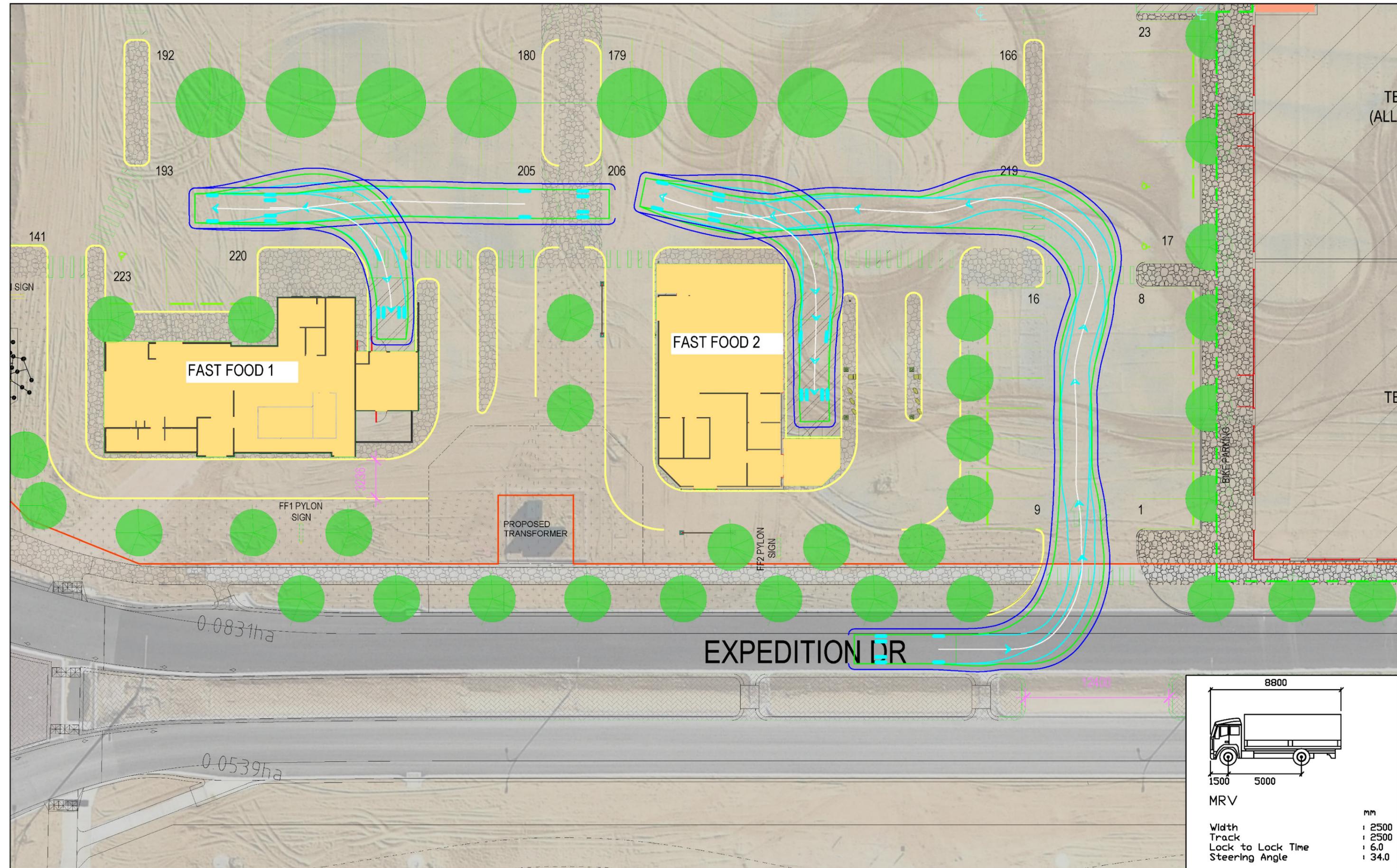


Appendix C

SWEPT PATH ANALYSIS



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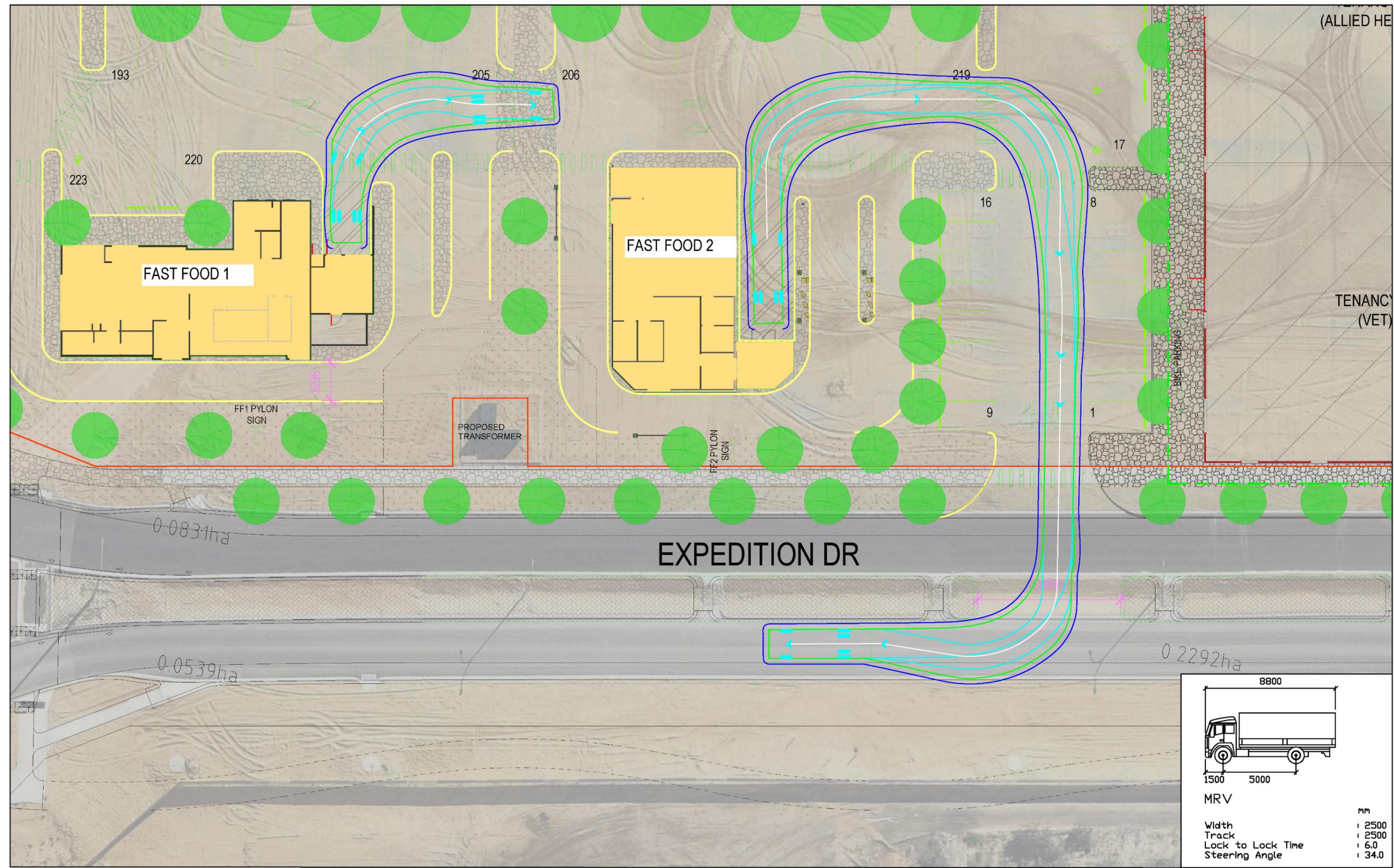
Lot 3128 Expedition Drive, Catalina Estate
 8.8m Service Vehicle
 Service vehicle entry

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



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 16/07/2024
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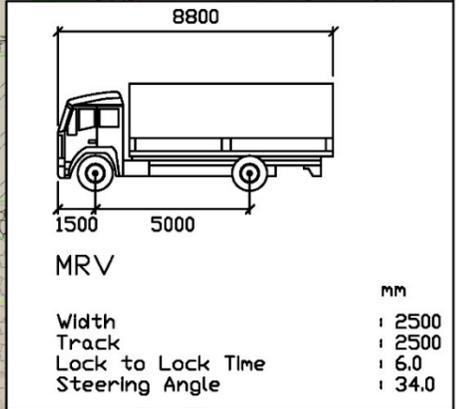
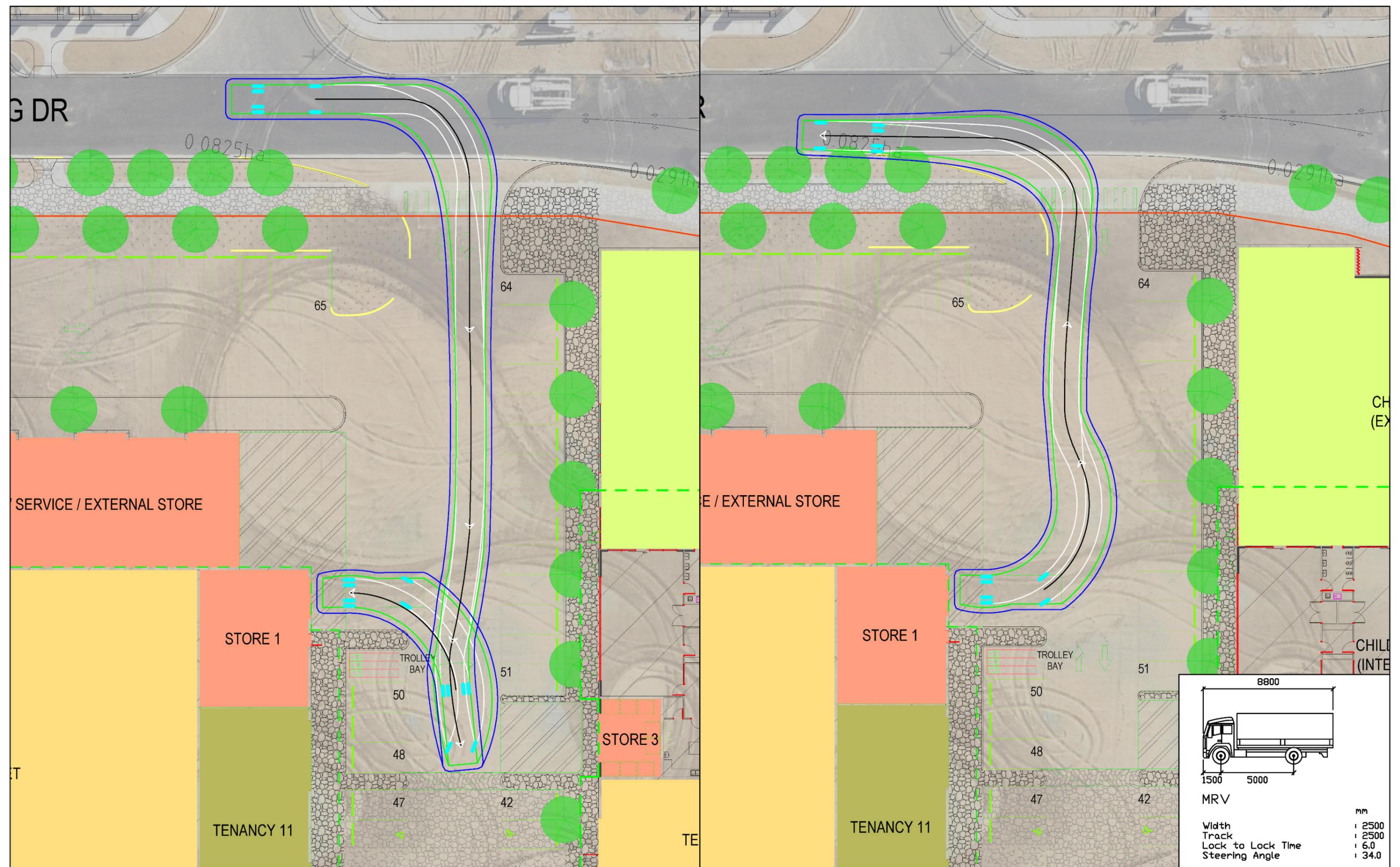
Lot 3128 Expedition Drive, Catalina Estate
 8.8m Service Vehicle
 Service vehicle exit

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



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 16/07/2024
 Scale: 1:300 @ A3





Lot 3128 Expedition Drive, Catalina Estate

8.8m Service Vehicle
 Store 1 entry and exit

Document Set ID: 12207750
 Version: 1, Version Date: 03/02/2025

LEGEND

Vehicle Body
 Wheel Path
 500mm Clearance

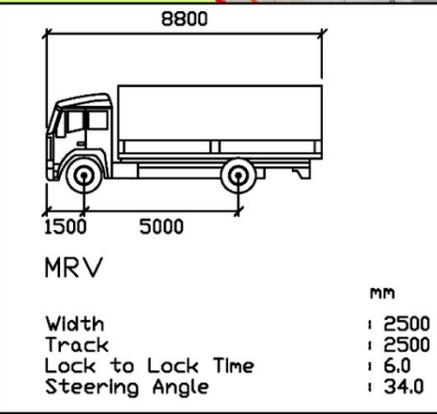
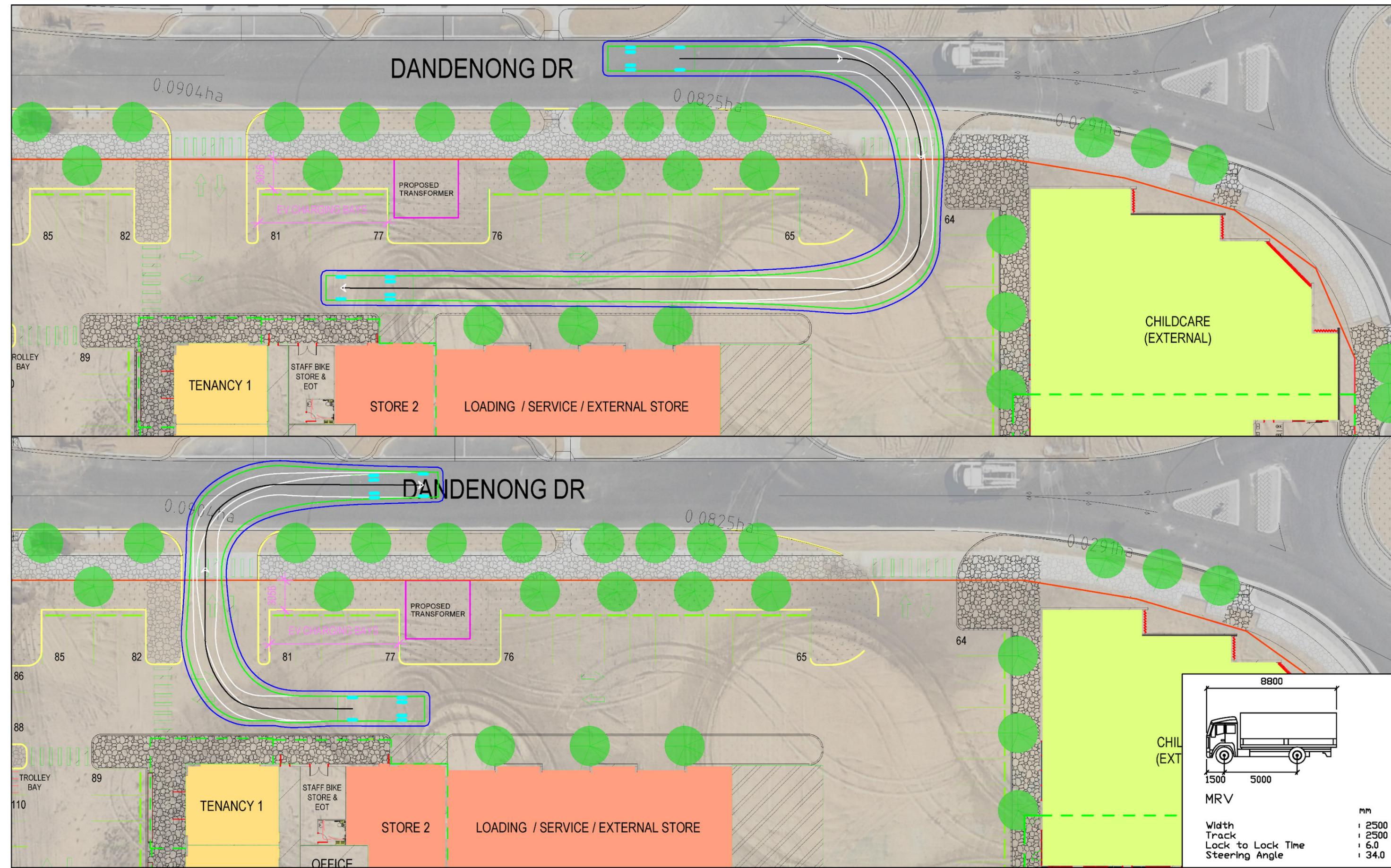


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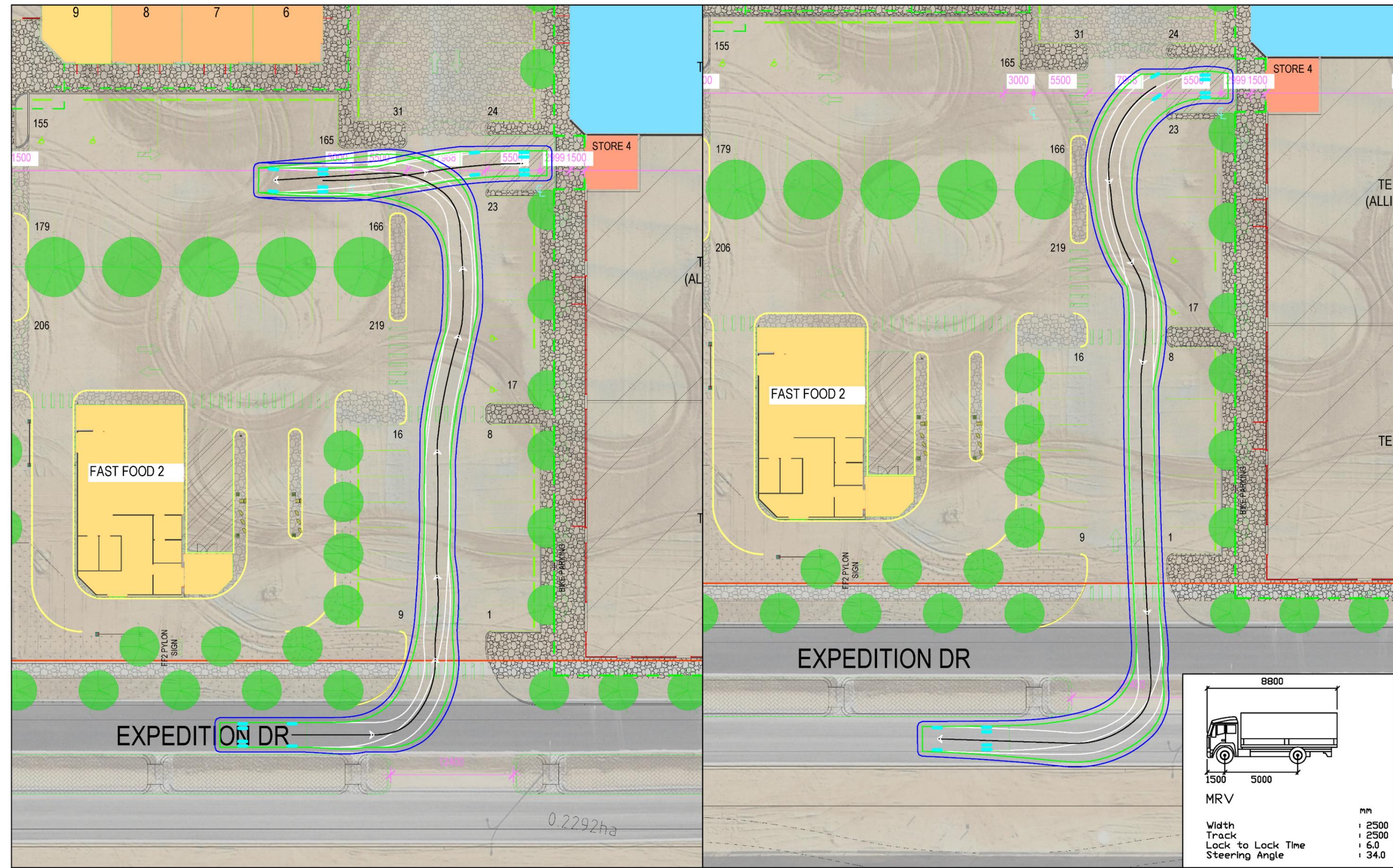
Lot 3128 Expedition Drive, Catalina Estate
 8.8m Service Vehicle
 Service vehicle entry and exit

LEGEND
 Vehicle Body
 Wheel Path
 500mm Clearance



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 16/07/2024
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Lot 3128 Expedition Drive, Catalina Estate
 8.8m Service Vehicle
 Store 4 entry and exit

Document Set ID: 12207750
 Version: 1, Version Date: 03/02/2025

LEGEND

Vehicle Body
 Wheel Path
 500mm Clearance

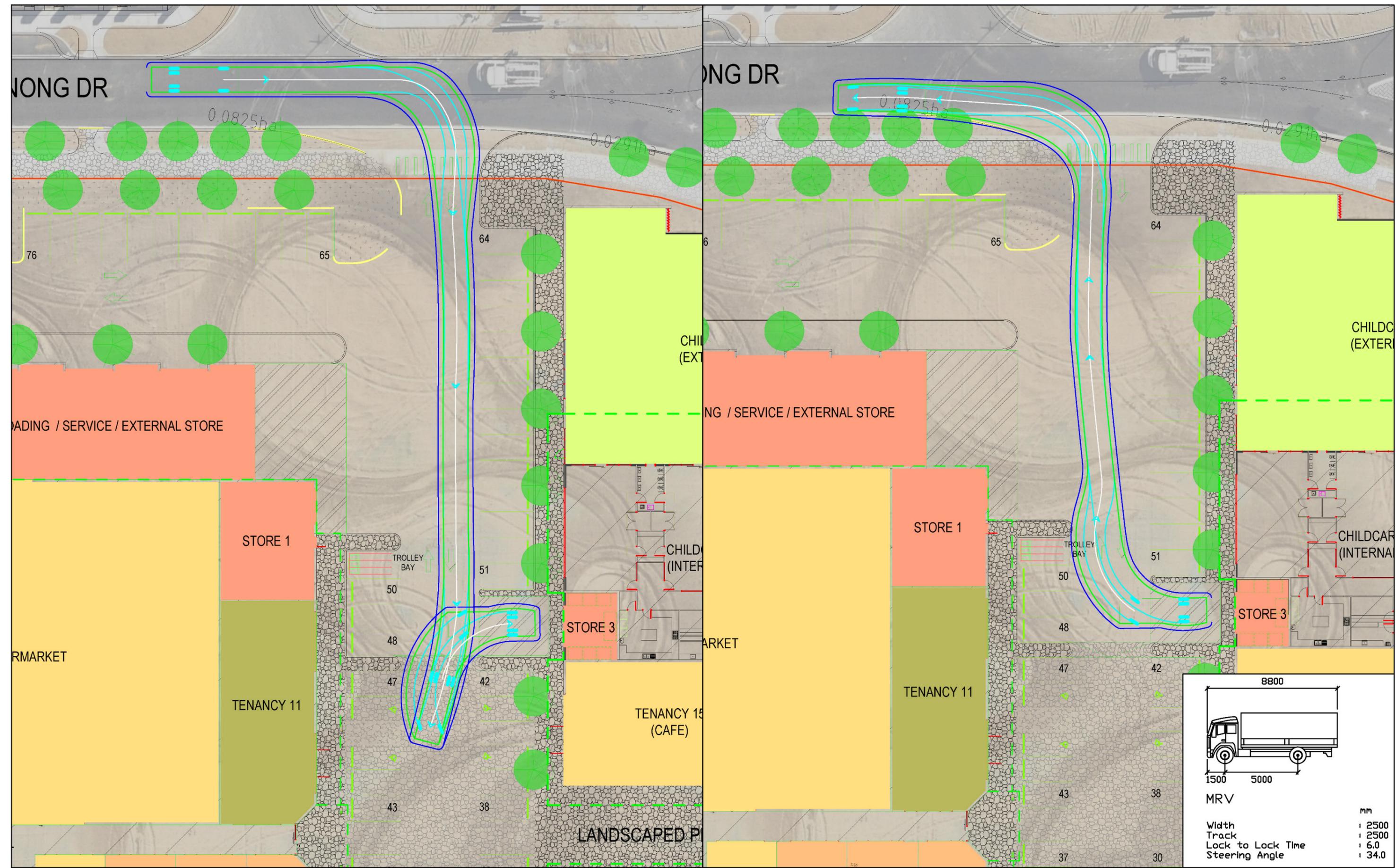


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16/07/2024

Scale: 1:350 @ A3





Lot 3128 Expedition Drive, Catalina Estate

8.8m Service Vehicle

Store 3 entry and exit

Document Set ID: 12207750
Version: 1, Version Date: 03/02/2025

LEGEND

Vehicle Body
Wheel Path
500mm Clearance



t22.168.sk18a

16/07/2024

Scale: 1:350 @ A3





PART C – CITY OF COCKBURN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil.

4. Form 2 DAP Applications

4.1 9043, 9053 and 305 Whadjuk Drive, Hammond Park – Hammond Park
Neighbourhood Centre – DAP/23/02556

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 4.1 – 9043, 9053, and 305 Whadjuk Drive, Hammond Park – Hammond Park Neighbourhood Centre

Form 2 – Responsible Authority Report (Regulation 17)

DAP Name:	Metro Outer DAP
Local Government Area:	City of Cockburn
Proposed Amendments:	Entry mall kiosk and modifications to condition 5 relating to pylon signage.
Applicant:	Kris Kennedy, Aigle Royal Property
Owner:	Goldenore Corporation Pty Ltd, and Sunview Developments Pty Ltd
Value of Amendment:	\$8.5m
Responsible Authority:	City of Cockburn
Authorising Officer:	Tanya Wasley, Planning Officer
LG Reference:	DAP24/006 (previously DAP23/002 and DAP24/005)
DAP File No:	DAP/23/02556
Date of Original DAP decision:	14 December 2023
Application Received Date:	1 November 2024
Application Statutory Process Timeframe:	90 Days
Attachment(s):	<ol style="list-style-type: none"> 1. Application Documents (DAP Form 2) 2. Amended Development Plans (including signage plans and schedule) 3. Signage assessment plans 4. DAP23/002 Determination Notice 5. DAP24/005 Determination Notice

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Accept** that the DAP Application reference DAP/23/02556 as detailed on the DAP Form 2 dated 12 November 2024 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Refuse** DAP Application reference DAP/23/02556 and accompanying plans (dated 11 October 2024) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Cockburn Town Planning Scheme No. 3, for the proposed amendments to the Entry mall kiosk and modifications to condition 5 relating to pylon signage to the approved Hammond Park Neighbourhood Centre at 9043, 9053, and 305 Whadjuk Drive, for the following reasons:

Reasons

1. The development is not consistent with orderly and proper planning and the preservation of the amenity of the locality if approved by the virtue of:
 - a. The proposed amendment to the approved signage and conditions of DAP/23/02556 is inconsistent with the objectives of Local Planning Policy 3.7 Signs and Advertising; and
 - b. Concerns such as the compatibility of the development due to the proposed height and scale; and
 - c. Concerns such as the visual amenity impact.

2. The proposal is inconsistent with the City of Cockburn Town Planning Scheme No.3 as it is contrary to:
 - a. Clause 4.6.3 Variations to Site and Development Requirements, whereby the City is not satisfied the non-compliance will not have an adverse effect upon the inhabitants of the locality; and
 - b. Clause 4.9.3 Amenity, sub section d) point (iii), the advertising signs are considered to detract from the streetscape; and
 - c. Clause 4.9.4 Convenience and Functionality, sub section a) the proposal is considered to impact the use and enjoyment of adjoining lots by way of visual amenity impacts.

3. Should the proposal be approved, it is considered to establish an undesirable precedent for future developments of a similar nature.

Details: outline of development application

Region Scheme	Perth Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	City of Cockburn Town Planning Scheme No 3.
Local Planning Scheme Zone/Reserve	Lots 114, 123 – 125 Wattleup Road, Hammond Park
Structure Plan/Precinct Plan	Lots 114, 123 – 125 Wattleup Road, Hammond Park
Structure Plan/Precinct Plan Land Use Designation	Local Centre
Use Class (proposed) and permissibility:	Fast Food Outlet – ‘D’ Liquor Store – ‘Use not listed’ Lunch Bar – ‘P’ Medical Centre – ‘D’ Office – ‘D’ Restaurant – ‘A’ Shop – ‘P’
Lot Size:	2.78ha
Net Lettable Area (NLA):	6,039m ²
Number of Dwellings:	N/A
Existing Land Use:	Vacant land

State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The proposal includes the following amendments:

- Addition of kiosk to entry mall (minor internal works)
- Amendment to Condition 5, whereby the approved Pylon on Wattleup Road is required to be reduced to 6m in height from the proposed 12m height. This application is to amend the pylon sign to 9m high.
- One (1) additional 6m high pylon sign to Wattleup Road in conjunction with the approved two 4m high pylon signs as per condition 5.

Background:

Development Application DAP/23/02556 (DAP23/002) Approval

The development application DAP/23/02556 (DAP23/002) was approved on 14 December 2023.

The approved proposal includes a 6,004 m² shopping centre, featuring a supermarket, specialty stores, and two 300 m² pad sites for future development. The approval was granted subject to conditions addressing various concerns, including noise, signage, landscaping, engineering, and traffic management.

Form 2.1 Amendment to DAP/23/02556 (DAP24/005) Approval

An amendment to the original application, referenced as DAP24/005, was approved on 15 August 2024.

The approved changes included minor internal amendments, re-configuration of the bin store / service areas, minor (35m²) increase to the supermarket area (rear service area), and reduction of carparking bays.

All conditions from the initial approval remain valid, with no additional conditions imposed.

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- Planning and Development (Development Assessment Panel) Regulations 2011
- Planning and Development (Local Planning Scheme) Regulations 2015
- City of Cockburn Town Planning Scheme No.3.

State Government Policies

- State Planning Policy 3.7 – Planning in Bushfire Prone Areas
- State Planning Policy 4.2 – Activity Centres for Perth and Peel State Planning Policy
- State Planning Policy 7.0 – Design of the Built Environment

Structure Plans/Activity Centre Plans

- Lots 114, 123-125 Wattleup Road, Hammond Park, Structure Plan

Local Policies

- Local Development Plan – LPD23/10
- Local Planning Policy 3.7 – Signs and Advertising

Consultation:

Public Consultation

The application was advertised to the surrounding landowners on Snowden Street, Whadjuk Drive and Criddle Way, with the consultation period closing on 23 December 2024.

One (1) Objection was received during the consultation period.

No other comments were received during the consultation period,

The objection has been summarised as noted below:

Issue Raised	Officer's comments
<p>1. Negative Impact on Nearby Properties:</p> <p>Proposed signage would have significant negative affect to the properties on Whadjuk Drive and dominate the skyline of Criddle Way houses.</p> <p>2. Inappropriate Scale for Location:</p> <p>The signage is more suitable for a large secondary activity centre at a major road intersection, not a small neighbourhood centre within a residential area, and will negatively affect the amenity.</p>	<p>1. Not resolved as applicant is seeking a variation to LPP 3.7, the proposed 9m height to Wadjuk Drive exceeds neighbouring residential built form and will be visible from rear yards on Criddle Way along with the proposed 6m high pylon on Wattleup Road. Valid objection.</p> <p>2. As above, the total number of proposed pylons exceeds LPP 3.7 allowances. The City agrees with the objector comments</p>

<p>3. Poor Location Choice Not Justification:</p> <p>The developer's argument for oversized signage due to the site's distance from a main road is not a valid reason to negatively impact local residents.</p> <p>4. Existing Approved Signage:</p> <p>Two 4-meter signs on Wattleup Road have already been approved, making additional large signage unnecessary and excessive.</p> <p>5. Road Safety Concerns:</p> <p>Additional signage on an already high-risk road (Wattleup Road) could distract drivers, increasing the risk of accidents.</p> <p>6. Policy Non-Compliance:</p> <p>The proposal does not comply with the City's Local Planning Policy 3.7 on signage specifications, and no exemption should be granted.</p> <p>7. Community Opposition:</p> <p>Many local residents oppose the proposal, and future residents on Whadjuk Drive are likely to be distressed if it is approved.</p>	<p>regarding scale and amenity impact to neighbouring properties.</p> <p>3. Agree, the proposed location and proximity to main roads is not a consideration of LPP 3.7, signage allowances were not included in the Structure Plan amendment process.</p> <p>4. As noted in points one and two above.</p> <p>5. Proposed additional pylon is not located within the access sightline areas and within the lot boundary therefore complies to planning requirements.</p> <p>6. Variations can be sought via the DA process with acceptable justifications. The City has approved variations initially however agrees that further exemptions do not comply with the objectives of the policy.</p> <p>7. The application was advertised to landowners and occupiers including those with houses under construction, to allow for the individual community members to provide comments.</p>
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Referrals/consultation with Government/Service Agencies

n/a – amendment did not require referral.

Design Review Panel Advice

n/a – amendment not referred to the DRP

Other Advice

No other advice required during the assessment process.

Planning Assessment:

Signs - Local Planning Policy 3.7 Signs and Advertising

The proposed amendment to the existing approval including the requirements imposed by condition 5 have been outlined below.

Condition 5 of DAP/23/02556 (DAP23/002):

5. *Prior to issue of a Building Permit, plans and signage strategy are to be updated to amend the pylon signs as follows;*

- *Whadjuk Drive 12m pylon reduced to 6m in height; and*
- *Wattleup Road 10m Pylons (x2) reduced to 4m in height.*

Provision	Requirement	Proposal	Assessment
Local Planning Policy 3.7 – Signs and Advertising	<p>6. Pylon Sign</p> <p>a) Maximum size of 6m² per street frontage.</p> <p>b) Maximum height of 3m.</p> <p>c) On any one lot, maximum of one sign per frontage, or one sign per 100 metres of frontage; whichever is the greater.</p> <p>d) Setback a minimum distance of half its own overall height to the front property boundary.</p> <p>e) Setback 6m from any other sign erected on the same lot.</p>	<p>1. Whadjuk Drive pylon (SGN012) at nill setback to be amended to be 9m in height in lieu of condition 5, 6m height requirement.</p> <p>2. Additional 6m high pylon at nill setback to Wattleup Road in addition to the two 4m high pylons as per condition 5.</p>	<p>1. SGN012 is inconsistent with policy provisions as its over 3m in height and not setback in accordance with provision 6. d).</p> <p>2. Two 4m high pylons approved, additional 6m high sign exceeds the requirements of part c) as the frontage is 200m, two 3m high pylons are allowed. Two existing pylons approved with 1m height and setback variation.</p> <p>Note: All pylons proposed and approved do not comply with provision a)</p>

Whadjuk Drive 9m high Pylon Sign proposal

The proposed 9-meter illuminated pylon sign in a residential area is considered inappropriate and inconsistent with the City's Local Planning Policy objectives specifically to ensure that signage does not detract from the streetscape or amenity of the area.

Positioned opposite residential properties, the 9-meter sign would greatly impact the streetscape and local amenity. Whadjuk Drive is 600mm lower than the proposed site level, while the residential lots across the road are elevated by approximately 300mm. The emerging two-story development has a wall height of 5.5 meters and a total height of 7.2 meters. The proposed sign would be about 2.1 meters taller than this building, as shown in Elevation 1. Additionally, it would be visible from neighbouring properties, including outdoor living spaces to the east, causing a negative visual impact, as shown in Section A of the signage assessment plans.

The Local Development Plan limits building heights along Whadjuk Drive to 8.5 meters, with approved plans showing a height of 8 meters for the main building and 4.4 meters for the awnings. The proposed 9-meter signage exceeds the building height, worsening its visual impact and conflicting with the development's height requirements.

Addition of Wattleup Road 6m high Pylon Sign

Local Planning Policy 3.7 restricts pylon signage to one per 100 meters of frontage, allowing for a maximum of two pylon signs. The proposed addition of a third 6-meter-high pylon contradicts the objectives of LPP 3.7, as it will negatively impact the area's amenity and contribute to signage proliferation along Wattleup Road.

Moreover, the originally approved 4-meter-high pylons were reduced in height under Condition 5 to ensure they would not be visible from the internal and outdoor living areas of residential properties along the eastern and western boundaries. The adjacent residential development is elevated with limestone retaining walls, topped with 1.8-meter fencing, resulting in a total height of approximately 4.1 meters, effectively screening the 4m high signage from view as demonstrated in Section B and Section C on the signage assessment plans.

Two additional 6-meter-high pylons have been approved for installation near the pad sites, bringing the total number of approved pylons on the site to five. These pylons were approved at this height because their north-south orientation minimizes impact on neighboring properties to the east and west. They are also set back from the properties on Whadjuk Drive to avoid affecting the surrounding area's amenity. However, adding a sixth pylon exceeds the policy objective of reducing signage proliferation in commercial areas and does not encourage integrating signs onto buildings.

The existing approval permits variations to the local planning policy for signage on walls, roofs, and awnings. The approved signage includes prominent signs on the upper walls of the eastern and southern elevations. With the construction reaching 10.6 meters above the finished site level, the signage will be highly visible from the surrounding area, supporting wayfinding to the centre, alongside the approved pylon signage. Given that the development land is zoned as a 'local centre' and situated within an existing residential area, with a parking shortfall based on the walkable catchment of the surrounding community, the city considers the approved signage sufficient. Furthermore, the use of technology will assist residents in locating the centre, reducing the need for excessive signage.

Please refer to attachment 3 for signage assessment plans.

Previous consultation responses and conditions.

DAP23/002 was advertised for a period of 28 days, with consultation concluding on the 17 November 2023. The application received 27 responses, of which 8 were objections to the proposal. The objections included concerns over the amenity and visual impact of the signage. During the assessment process, the applicant collaborated with the city to negotiate draft conditions, modifying the signage to address feedback from the consultation and to better align with the objectives of Local Planning Policy 3.7.

Conclusion:

The proposed changes to the internal layout, including the addition of a kiosk, are considered a minor variation, and can be addressed during the building permit process. However, the proposed amendment to the approved signage remains inconsistent with the objectives of the City's Local Planning Policy and has received valid objections from the community during both consultation periods. While the City previously negotiated modifications to accommodate some policy variations, the concerns raised in the current objections have not been adequately addressed. As a result, the City is unable to support the proposed signage amendments.

AIGLE ROYAL

PROPERTIES

CITY OF COCKBURN
DOC No
23 OCT 2024
SUBJECT 052/014
RETENTION 41.1.1.A5
PROPERTY 6034683
APP DAP 23/002
ACTION 003/036

22 October 2024

Chief Executive Officer
City of Cockburn
PO Box 1215, Bibra Lake DC,
Western Australia, 6965

Dear Sir

MINOR AMENDMENT TO DEVELOPMENT APPROVAL METRO OUTER JDAP - CITY OF COCKBURN - DAP23/002

Please find attached our development application for Lots 9043, 9053 and 305 Whadjuk Drive, Hammond Park (the subject land).

Background and proposal

Approval was granted by the Metro Outer Joint Development Assessment Panel for a neighbourhood shopping centre in December 2023.

Detailed planning for the neighbourhood centre has progressed and approval for the following minor amendments is now requested:

- a) Small kiosk within entry mall;
- b) One pylon sign to 9m in height to Whadjuk Rd; and
- c) One additional pylon sign to Wattleup Rd at 6m.

In relation to the signs, condition 5 of the parent approval states:

Prior to issue of a Building Permit, plans and signage strategy are to be updated to amend the pylon signs as follows:

- Whadjuk Drive 12m pylon reduced to 6m in height; and
- Wattleup Rd 10m pylons (x) reduced to 4m in height.

The pylon sign heights outlined by condition 5 are overly restrictive and do not meet the requirements of Woolworths and other supermarket operators. A review of recently constructed neighbourhood centres shows that pylon signs are typically constructed between 8m - 12m in height. Examples are cited below.

Aigle Royal Properties Pty Ltd ABN: 81 602 674 419 As Trustee For
Aigle Royal Properties Discretionary Trust | Part of the Aigle Royal Group
Level 8, 225 St Georges Terrace, Perth, Western Australia 6000
PO Box 7987 Cloisters Square, Perth, WA, 6850 | Tel: +61 8 9322 2248 Email: info@aigleroyal.com.au

AIGLE ROYAL

PROPERTIES

This application will seek to amend condition 5 consistent with the plans accompanying this proposal as outlined above.

The kiosk will be located within the entrance mall and occupy approximately 20sqm. As is the case with kiosks in other similar centres, patronage will be ancillary or incidental to the primary supermarket use. The proposal will not increase the intensity of development in any way. The impact of the kiosk will be negligible. Accordingly, it is not necessary to reassess the proposal in terms of Scheme or policy requirements.

Relevant policy considerations

Policy LPP 3.7 "Signs & Advertising" (the policy) is relevant to the assessment of the proposed pylon signs.

As a guide, the policy nominates a standard height of 3m for pylon signs. Consideration can be given to varying this standard and others where such a variation would otherwise comply with the following policy objectives:

- a) To ensure that signage and advertising does not detract from the streetscape or amenity of the area;
- b) To avoid the proliferation of signage in commercial areas;
- c) To avoid an abundance of signs on individual sites and buildings;
- d) To ensure that signs only relate to the services and products on the site;
- e) To encourage the rationalisation of advertising signs on individual premises; and
- f) To encourage the incorporation of advertising signs into the design consideration of buildings.

Compliance is discussed below.

To ensure that signage and advertising does not detract from the streetscape or amenity of the area.

The adjoining section of Whadjuk Drive is designated or promoted as a "main street" in various policies, including the Southern Suburbs District Structure Plan. The built form of this area is envisaged as more urban than suburban in character with consideration to larger scale built form outcomes.

Development on the opposite side of Whadjuk Drive is characterised by the presence of two storey townhouses with roof ridge heights of approximately 9m consistent with the proposed sign height. Furthermore, the height of the pylon is entirely in keeping with the height of the related shopping centre which is permitted up-to 11.5m (Local Development Plan refers). Various cross sections and elevations, accompanying our proposal, clearly demonstrate the appropriateness of the pylon sign relative to the bulk and scale of the supermarket development. Any potential impacts are further ameliorated by the location of the sign on the same street setback alignment as the main supermarket building and the future stage 2 building.

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AIGLE ROYAL

PROPERTIES

In relation to the 6m pylon to Wattleup Rd, again the height is entirely appropriate considering the height of the future supermarket centre. The area opposite on Wattleup Rd is designated a regional reserve and cannot be impacted by the proposal. The streetscape significance of this frontage is likely to be further diminished once Wattleup Rd becomes a left in / left out intersection with the future southern extension of Hammond Rd to the west resulting in greatly reduced traffic volumes.

The frontage of the subject land is large (long) at approximately 200m to both road Whadjuk Drive and Wattleup Rd. The length of the centre serves to greatly diminish the bulk and scale of the signs in the context of this streetscape and potential amenity impacts on adjoining residences (east and west). The width of frontage also optimises separation to adjoining dwellings. Factoring the location of the future centre, the signs are unlikely to be visible from adjoining dwellings.

To avoid the proliferation of signage in commercial areas.

The proposal is for one pylon sign only on Whadjuk Drive and one additional sign on Wattleup Rd, respectively. Furthermore, in the vicinity of the subject land, the pylons will be the only such signs along Whadjuk Drive and Wattleup Rd.

To avoid an abundance of signs on individual sites and buildings

The signs are part of an overall signage strategy for the future neighbourhood centre which seeks:

- a) Concentration of information on a single the pylon sign to Whadjuk Drive and the pylon signs to Wattleup Rd - reducing potential impacts on visual amenity;
- b) Careful integration of other signage panels in a way sympathetic to the design of the building; and
- c) Consistency in signage placement, design and construction.

To ensure that signs only relate to the services and products on the site.

Both signs will only advertise services and products available at the neighbourhood centre.

To encourage the rationalisation of advertising signs on individual premises.

As outlined above, the signs are part of an overall signage strategy for the site which reduces potential impacts on visual amenity.

To encourage the incorporation of advertising signs into the design consideration of buildings.

The proposed signs are architecturally designed by the centre architects, Hames Sharley. The Panel can be assured that their design and location is fully incorporated into the character of the centre.

Precedent

Woolworths have advised that pylon signs for similar neighbourhood centres are in the order of 9m in

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AIGLE ROYAL

PROPERTIES

height and greater. The following examples are provided:

- a) Southern River Square Shopping Centre, 2 Beermier Rd, Southern River (City of Gosnells): 9m pylon sign;
- b) Singleton Village Shopping Centre, 2 Redwood Avenue, Karnup (City of Rockingham): 12m pylon sign;
- c) Spires Shopping Centre, Amazon Drive, Baldivis (City of Rockingham): 11m pylon sign; and
- d) Roselea Shopping Centre, Karringup Rd, Balcatta (City of Stirling): 8m pylon sign.

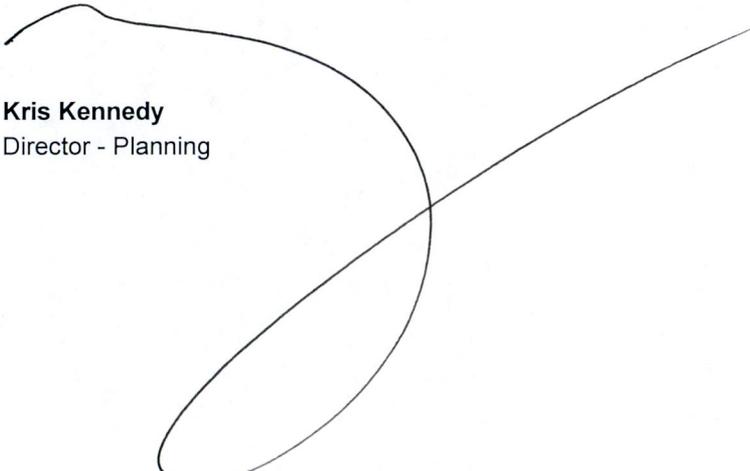
All of the examples have been approved and developed within the last 5 years.

We ask the City of Cockburn to provide a recommendation of support to the Outer Metro JDAP for our proposal as outlined in this application.

Queries should be directed to Kris Kennedy on 9322 2248 during normal office hours.

Yours sincerely,

Kris Kennedy
Director - Planning



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Form of Application for Development Approval

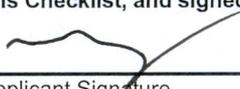
OWNER DETAILS		
Name: Goldenore Corporation Pty Ltd & Sunview Developments Pty Ltd		
ABN (if applicable):		
Address: PO Box 7987, Cloisters Square, PERTH		
		Postcode: 6850
Phone:	Fax:	Email:
Work: 9322 2248		kkennedy@aigleroyal.com.au
Home:		
Mobile: 0417 932 470		
Contact person Kris Kennedy		
Signature:		Date: 22nd October 2024
Signature:		Date:
<p><i>The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Town Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).</i></p>		
APPLICANT DETAILS (IF DIFFERENT TO OWNER)		
Name: As above		
Address:		
		Postcode:
Phone:	Fax:	Email:
Work:		kkennedy@aigleroyal.com.au
Home:		
Mobile:		
Contact person for correspondence: Kris Kennedy		
<p>The information and plans provided with this application may be made available by the local government for public viewing in connection with the application. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>		
Signature:		Date: 22nd October 2024

PROPERTY DETAILS		
Lot No: 9043, 9053, 305	House/Street No: 111	House/Street No:
Diagram or Plan No: 420135, 414275	Certificate of Title Vol. No: 4020, 2981	Folio: 38, 39, 875
Title encumbrances (e.g. easements, restrictive covenants): Yes - Lot 9053 Easement		
Street name: Whadjuk Drive		Suburb: Hammond Park
Nearest street intersection: Vivaldi Street/Marcy Lane		
PROPOSED DEVELOPMENT		
Nature of development:	<input type="checkbox"/> Works <input type="checkbox"/> Use <input checked="" type="checkbox"/> Works and use	
Is an exemption from development claimed for part of the development? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
If yes, is the exemption for:	<input type="checkbox"/> Works <input type="checkbox"/> Use	
Description of proposed works and/or land use: R17 minor amendment		
Description of exemption claimed (if relevant):		
Nature of any existing buildings and/or land use: JDAP ref DAP23/002		
Approximate cost of proposed development (excludes GST): Minor amendment		
Estimated time of completion:		

OFFICE USE ONLY	
Acceptance Officer's initials:	Date received:
Local government reference No:	

PLANNING APPLICATION CHECKLIST

Please note that the City is moving to a paperless environment and therefore applications are encouraged to be submitted via City's eProperty portal on our Website

Information Requirements	Tick
All Owners of the property to sign the City's Application Form Development Approval <i>(If owner is a Company - Sole Director or a Director and Secretary or a minimum of two Directors as relevant to Company to sign)</i>	<input checked="" type="checkbox"/>
Appropriate fee	<input checked="" type="checkbox"/>
Current copy of Certificate of Title with Diagram and Strata Plan where applicable – <i>These can be obtained from www.landgate.wa.gov.au</i>	<input checked="" type="checkbox"/>
Detailed written statement in support of the proposal including:	
• Full details of the use/development	<input checked="" type="checkbox"/>
• Compliance with Scheme/R-Codes/Policies	<input checked="" type="checkbox"/>
• Justification for any variations	<input checked="" type="checkbox"/>
• Any further information that the City may reasonably require to better understand the proposed development	<input checked="" type="checkbox"/>
• Design Quality Statement for 3 or more grouped/multiple dwellings	<input checked="" type="checkbox"/>
Lots identified in Bushfire prone areas require the following:	
• Bushfire attack level assessment carried out in accordance with the methodology contained in the Planning for Bush Fire Protection Guidelines (Latest Edition)	<input checked="" type="checkbox"/>
• A statement or report that demonstrates that all relevant bushfire protection acceptable solutions, or alternatively all relevant performance criteria, contained in the <i>Planning for Bush Fire Protection Guidelines (Latest Edition)</i> have been considered and complied with, and effectively address the level of bush fire hazard applying to the land	<input checked="" type="checkbox"/>
Site Plan, Floor Plan & Elevations to scale of 1:100, 1:200 or 1:500 (1 copy)	
• The property in the context of its surroundings	<input checked="" type="checkbox"/>
• Lot number(s), area, boundaries, dimensions of the site and North point	<input checked="" type="checkbox"/>
• Location of existing buildings to be retained	<input checked="" type="checkbox"/>
• Location of proposed buildings and their features (e.g. air conditioning units, clothes drying facilities, etc)	<input checked="" type="checkbox"/>
• Details of roads, access ways, crossovers, car parking and manoeuvring, fencing and verge treatments	<input checked="" type="checkbox"/>
• Location and details of existing and proposed landscaping	<input checked="" type="checkbox"/>
• Details of open space and outdoor living areas	<input checked="" type="checkbox"/>
• Site levels and floor levels	<input checked="" type="checkbox"/>
• Location and details of cut/fill and method of retaining	<input checked="" type="checkbox"/>
• Method of stormwater treatment (Calculations and Plans)	<input checked="" type="checkbox"/>
• Location of bin storage areas (4 or more grouped dwellings and commercial/industrial developments only)	<input checked="" type="checkbox"/>
• Location of adjoining buildings and separation distances	<input checked="" type="checkbox"/>
• Feature & Contour Survey	<input checked="" type="checkbox"/>
Additional Requirements:	
• Coloured streetscape perspectives for all new build commercial and industrial development irrespective of the estimated cost of development.	<input checked="" type="checkbox"/>
• Coloured streetscape perspectives for all new build residential development exceeding \$500,000 (and includes Single houses)	<input checked="" type="checkbox"/>
• Developers endorsement of the proposed development (where required)	<input checked="" type="checkbox"/>
• Waste Management Plan	<input checked="" type="checkbox"/>
• Acoustic Report/Noise Management Plan	<input checked="" type="checkbox"/>
• Landscape Plan	<input checked="" type="checkbox"/>
Applications will only be accepted if they are accompanied by the complete package of information as detailed above, including this Checklist, and signed by the Applicant below.	
	
K Kennedy	22.10.2024
Applicant Signature	Date
Notes:	
1. The above information is required to enable an initial assessment of the application only. If required the City may make a further request for additional supporting information to facilitate the assessment process.	
2. This is not an application for a Building Permit. A separate application must be made to the City's Building Service.	
3. Please note that the lodgement of an application may trigger the requirement for the payment towards a development contribution plan. Please ensure as the signing authority you are aware of this liability.	

PLANNING SERVICES FEES & CHARGES

DEVELOPMENT

Determination of development application (other than for an extractive industry) where the estimated cost of the development is –

Under \$50,000	\$147
\$50,000 - \$500,000	0.32% of the estimated cost of development
\$500,000 - \$2.5 million	\$1,700 + 0.257% for every \$1 in excess of \$500,000
\$2.5 million - \$5 million	\$7,161 + 0.206% for every \$1 in excess of \$2.5 million
\$5 million - \$21.5 million	\$12,633 + 0.123% for every \$1 in excess of \$5 million
More than \$21.5 million	\$34,196

and, if the development has commenced or been carried out, an additional amount, by twice the amount of the maximum fee payable for determination of the application.

Change of Use	\$295
Application for alteration or extension or change of a non-conforming use and, if the change of use, the alteration or extension or change of non-conforming use has commenced, the fee is by way of penalty, twice that fee.	\$295
Renewal/Modification or Cancel of Development Approval	\$295
Home Occupation/ Home Business and, if the home occupation is already commenced an additional amount of \$444 by way of penalty.	\$222

Extractive Industry

\$739

and, if the development has commenced or been carried out, the fee above plus by way of penalty, twice that fee \$1478.

ADVERTISING OF DEVELOPMENT APPLICATIONS

0-10 Letters	No Charge
11-50 Letters	\$100
51-100 Letters	\$200
101-150 Letters	\$300
151+ Letters	\$400

SUBDIVISION CLEARANCES

Not more than 5 lots	\$73 per lot
More than 5 lots but not more than 195 lots	\$73 per lot for the first 5 lots then \$35 per lot
More than 195 lots	\$7,393

BUILT STRATA

Not more than 5 lots	\$65 per lot + a base rate of \$656
Fee per lot in excess of 5 lots	\$43.50 per lot for 6 – 100 + base rate of \$981
More than 100 lots	\$5,113.50

LOCAL DEVELOPMENT PLANS

Local Development Plan	\$1500
Modification to Local Development Plan	\$750

MISCELLANEOUS

Zoning Statements/Zoning Certificates	\$73
Reply to a property settlement questionnaire	\$73
Issue of written planning advice <i>Also applies to research and written information not associated with a current development, subdivision or rezoning application.</i>	\$73
Section 40 Liquor Licensing Certificates	\$200



NOTE: While this list describes application fees, please be aware you may be subject to **DEVELOPMENT CONTRIBUTIONS** if your proposal is approved. For more information visit: www.cockburn.wa.gov.au/developmentcontributions or contact 9411 3444.



DAP FORM 2

Application for amendment or cancellation of a Development Assessment Panel determination

Planning and Development Act 2005

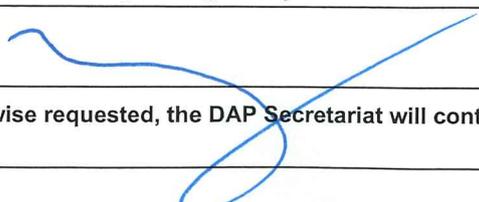
Planning and Development (Development Assessment Panels) Regulation 2011 – regulations 17 & 21

Part A: Development Application Previously Determined

DAP File No (DPLH Reference)	DAP/23/02556	
Planning Scheme(s)	<i>Name of planning scheme(s) that applies to the prescribed land</i> CITY OF COCKBURN Town Planning Scheme No. 3	
Land	<i>Lot number, street name, town/suburb</i> 9043, 9053 and 305 Whadjuk Drive, Hammond Park	
Certificate of Title (provide copy)	<i>Volume Number</i> 4020, 2981	<i>Folio</i> 38, 39 & 875
	<i>Location Number</i>	<i>Plan / Diagram Number</i> 420135, 414275
Description of development	Shopping Centre	
Existing Use	<i>Residential / Commercial / Industrial / Rural / Mixed Use /Community Housing/ Other</i> Commercial	
Proposed Amendments	Entry mall kiosk and modications to condition 5 relating to pylon signage.	
Original DAP Determination Date	14th December 2023	

Part B: Applicant Details

(to be completed and signed by the applicant)

<ul style="list-style-type: none"> • By completing this notice, I declare that all the information provided in this application is true and correct. • I understand that the information provided in this notice and attached forming part of the development application will be made available to the public on the Development Assessment Panel and local government websites. 		
Name/Company	Aigle Royal Property	
Contact Person	Kris Kennedy	
Address	<i>Street Number/PO Box number, street name, suburb, state, postcode</i> PO Box 7987, Cloisters Square, Perth 6850	
Contact Details	<i>Email</i> kkennedy@aigleroyal.com.au	<i>Phone</i> 9322 2248
Signature		<i>Date</i> 24.10.24
Please note: unless otherwise requested, the DAP Secretariat will contact you via your nominated email address provided above.		



Part C: Landowner Details

(to be completed and signed if landowner is different from applicant)

<ul style="list-style-type: none"> • By completing this notice, I consent to the applicant making this application on my behalf. • If there are more than two landowners, please provide all relevant information on a separate page. • Signatures must be provided by all registered proprietors or by an authorised agent as shown on the Certificate of Title. • Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided. • Companies are required to provide signatures from two directors or a director and a company secretary unless the company has a sole director and either that director is also the sole company secretary, or the company does not have a company secretary. • Please note, any Certificate of Title provided MUST be within 6 months validity. 		
Company (if applicable)	Goldenore Pty Ltd and Sunview Developments Pty Ltd	
ACN/ABN (If applicable)	ACN: 168 121 837 & 600 516 738	
Contact Details	Email kkennedy@aigleroyal.com.au	Phone 9322 2248
Address	Street Number/PO Box number, street name, suburb, state, postcode as above	
Name/s	Anthony Poli	Anthony Poli
Title/s	Landowner/Sole Director/Director (2 signatures required) Sole Director	Additional Landowner/ Director/Secretary (if applicable) Sole Director
Signature/s		
Date	16.10.2024	16.10.2024

Community Housing Provider	
Provider's Name	
Contact Details	
DAP Community Housing Provider Register Reference	

Part D: Amendment Requested

Please specify the amendments/modifications required to the original determination. [please tick one more of the following]:

<input type="checkbox"/>	to amend the approval so as to extend the period within which any development approved must be substantially commenced;
<input type="checkbox"/>	to amend or delete any condition to which the approval is subject;
<input checked="" type="checkbox"/>	to amend an aspect of the development approved which, if amended, would not substantially change the development approved;
<input type="checkbox"/>	to cancel the approval.



Part E: Acknowledgement by local government

(to be completed and signed by a local government planning officer)

Responsible Authority	<input type="checkbox"/> Local Government <input type="checkbox"/> Dual – Local Government and Western Australian Planning Commission	
* DUAL reporting details	<i>If DUAL is selected, please provide details of relevant provision (or within covering letter)</i>	
DAP Fee	<input checked="" type="checkbox"/> \$264.00 has been paid by the applicant (<i>DAP Regulations - Schedule 1</i>)	
Statutory Timeframe (<i>regulation 12</i>)	<input type="checkbox"/> 60 days (advertising not required) <input type="checkbox"/> 90 days* (advertising required or other scheme provision)	
	<i>*If 90 days is selected, please provide details of advertising requirement or other scheme provision</i>	
LG Reference Number		
Name of Planning Officer (<i>Report Writer</i>)		
Position/Title		
Contact Details	<i>Email</i>	<i>Phone</i>
Planning Officer's Signature		<i>Date</i>

Please refer to the Development Assessment Panel's [Guidance Note: Lodging a DAP Application](#) for further information.

WESTERN



AUSTRALIA

REGISTER NUMBER	
305/DP414275	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	6/5/2020

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

VOLUME 2981 FOLIO 875

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 305 ON DEPOSITED PLAN 414275

REGISTERED PROPRIETOR:

(FIRST SCHEDULE)

GOLDENORE CORPORATION PTY LTD OF PO BOX 7987 CLOISTERS SQUARE PO WA 6850

(AF O387776) REGISTERED 15/4/2020

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:

(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP414275
PREVIOUS TITLE: 2870-888
PROPERTY STREET ADDRESS: 111 WHADJUK DR, HAMMOND PARK.
LOCAL GOVERNMENT AUTHORITY: CITY OF COCKBURN

WESTERN



AUSTRALIA

REGISTER NUMBER	
9043/DP420135	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	24/5/2022

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME 4020 FOLIO 38

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 9043 ON DEPOSITED PLAN 420135

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SUNVIEW DEVELOPMENTS PTY LTD OF PO BOX 7987 CLOISTERS SQUARE WA 6850
(AF P132607) REGISTERED 20/5/2022

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP420135
PREVIOUS TITLE: 4008-606
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY: CITY OF COCKBURN

WESTERN



AUSTRALIA

REGISTER NUMBER	
9053/DP420135	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	24/5/2022

RECORD OF CERTIFICATE OF TITLE
 UNDER THE TRANSFER OF LAND ACT 1893

VOLUME 4020 FOLIO 39

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 9053 ON DEPOSITED PLAN 420135

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

GOLDENORE CORPORATION PTY LTD OF PO BOX 7987 CLOISTERS SQUARE WA 6850
 (AF P132607) REGISTERED 20/5/2022

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

- EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR DRAINAGE/IRRIGATION/WATER SUPPLY/SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 420135 AS CREATED ON DEPOSITED PLAN 414275

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
 * Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
 Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP420135
 PREVIOUS TITLE: 4008-607
 PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
 LOCAL GOVERNMENT AUTHORITY: CITY OF COCKBURN



WATTLEUP ROAD NEIGHBOURHOOD CENTRE

DA SUBMISSION

OCTOBER 2024



DEVELOPMENT APPLICATION - ARCHITECTURAL DRAWINGS

DRAWING LIST				
No.	Sheet Title	Current Revision	Current Revision Date	HS_Drawing_Status
A001	DRAWING LIST	M	11.10.2024	ISSUE FOR DA
A002	RENDER VIEWS	F	11.10.2024	ISSUE FOR DA
A003	RENDER VIEWS	E	31.05.2024	ISSUE FOR DA
A004	RENDER VIEWS	E	31.05.2024	ISSUE FOR DA
A005	RENDER VIEWS	E	11.10.2024	ISSUE FOR DA
A100	SITE SURVEY	A	11.08.2022	ISSUE FOR DA
A101	SITE PLAN	J	31.05.2024	ISSUE FOR DA
A220	GROUND FLOOR	N	11.10.2024	ISSUE FOR DA
A221	GROUND FLOOR	E	11.10.2024	ISSUE FOR DA
A230	ROOF PLAN	G	31.05.2024	ISSUE FOR DA
A231	SITE DIAGRAMS	E	31.05.2024	ISSUE FOR DA
A400	ELEVATIONS	F	11.10.2024	ISSUE FOR DA
A501	SECTIONS	E	31.05.2024	ISSUE FOR DA
A510	SECTIONS - SITE CONDITIONS	E	31.05.2024	ISSUE FOR DA
A512	NW PRECINCT - SKETCH SECTIONS	C	31.05.2024	ISSUE FOR DA
A513	NORTH STREETScape	D	11.10.2024	ISSUE FOR DA
A900	SIGNAGE SIGHTLINES	F	11.10.2024	ISSUE FOR DA
A901	SIGNAGE PLAN	E	11.10.2024	ISSUE FOR DA
A902	SIGNAGE ELEVATIONS	D	11.10.2024	ISSUE FOR DA
A903	SIGNAGE SCHEDULE	F	11.10.2024	ISSUE FOR DA
A904	MATERIAL SCHEDULE (1)	D	31.05.2024	ISSUE FOR DA
A905	MATERIAL SCHEDULE (2)	D	31.05.2024	ISSUE FOR DA
A906	MATERIAL SCHEDULE (2)	D	31.05.2024	ISSUE FOR DA

DEVELOPMENT SUMMARY

RETAIL AREA (GLAR)

TOTAL:	6,039m ²
SUPERMARKET	3,824m ²
LIQUOR	206m ²
SPECIALTY	1,093m ²
F&B	316m ²
FAST FOOD	600m ²

PARKING SUMMARY

TOTAL:	365 BAYS
STANDARD	344 BAYS
ACROD	4 BAYS
PRAM BAYS	3 BAYS
DIRECT TO BOOT	4 BAYS
STREET PARKING	10 BAYS



1. NORTH-WEST AERIAL VIEW OF CENTRE



2. SOUTH-WEST AERIAL VIEW OF CENTRE



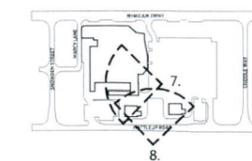
KEY PLAN



7. VIEW OF DIRECT TO BOOT



8. VIEW OF FEATURE LANDSCAPE



KEY PLAN



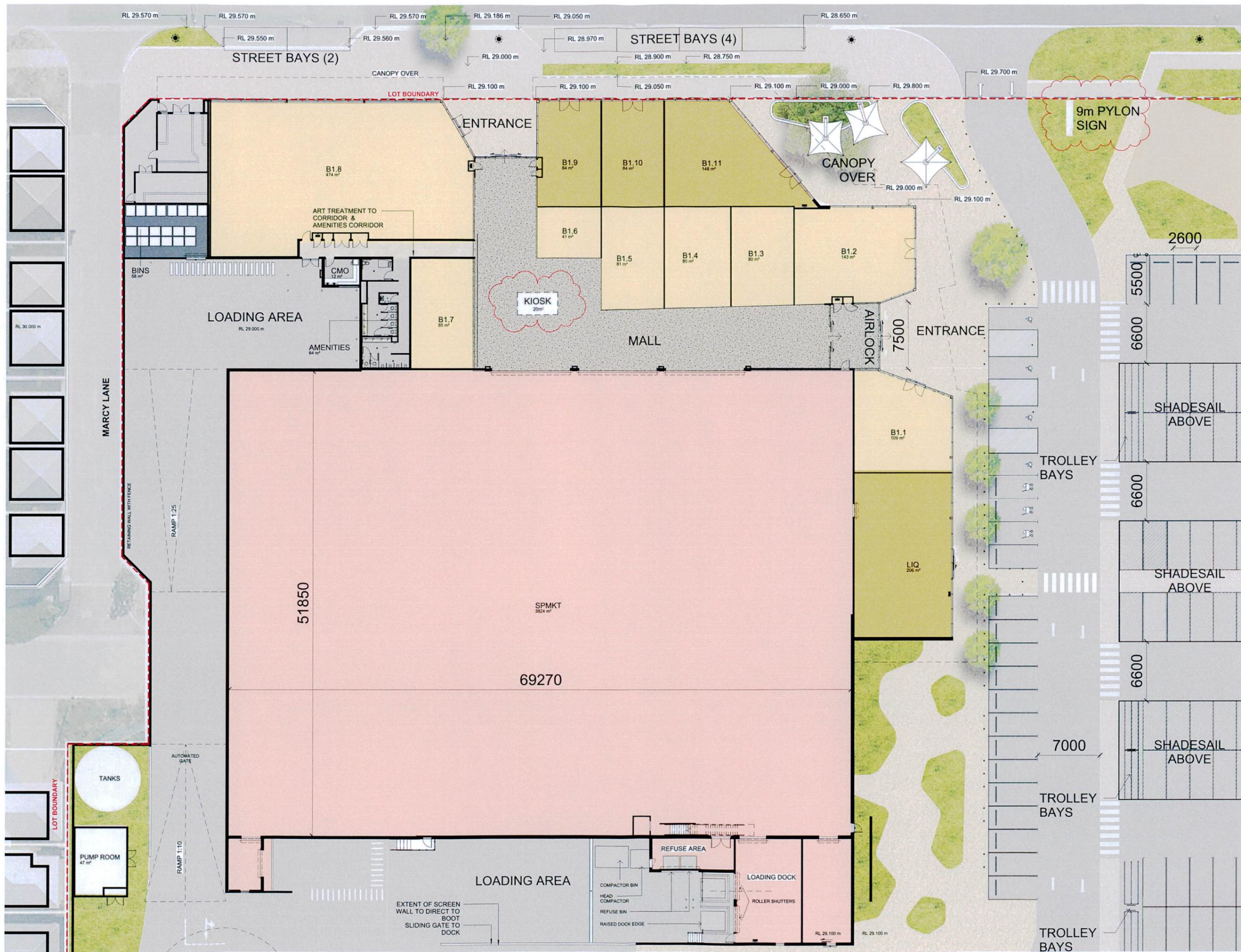
DEVELOPMENT SUMMARY

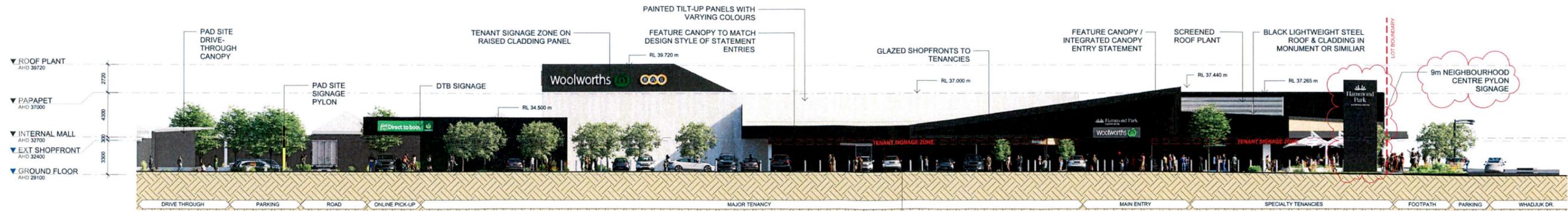
RETAIL AREA (GLAR)	6,059m²
SPMKT	3,824m ²
LIQ	206m ²
B1.1	109m ²
B1.2	143m ²
B1.3	80m ²
B1.4	80m ²
B1.5	81m ²
B1.6	41m ²
B1.7	85m ²
B1.8	474m ²
B1.9	84m ²
B1.10	84m ²
B1.11	148m ²
B2	300m ²
B3	300m ²
KIOSK	20m ²

CAR PARKING

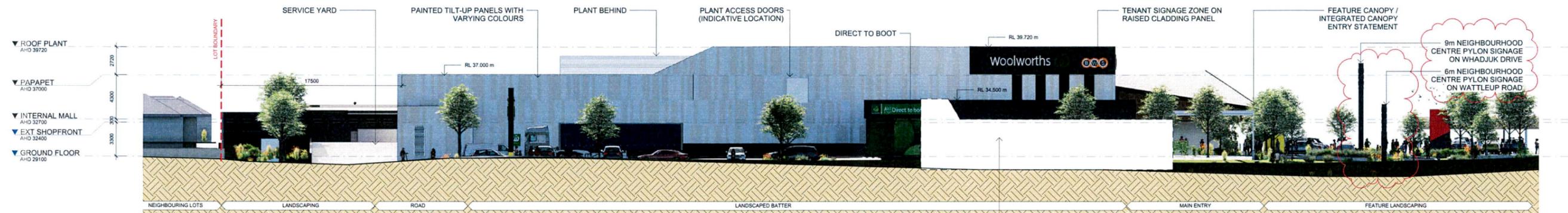
PROVIDED	365 BAYS
STANDARD BAYS	344 BAYS
ACROD BAYS	4 BAYS
PRAM BAYS	3 BAYS
DIRECT TO BOOT	4 BAYS
STREET PARKING	10 BAYS

1 GROUND FLOOR PLAN
A400 1:500

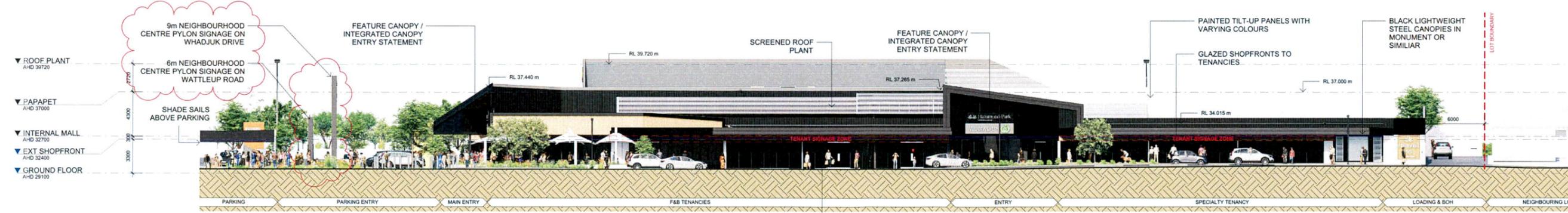




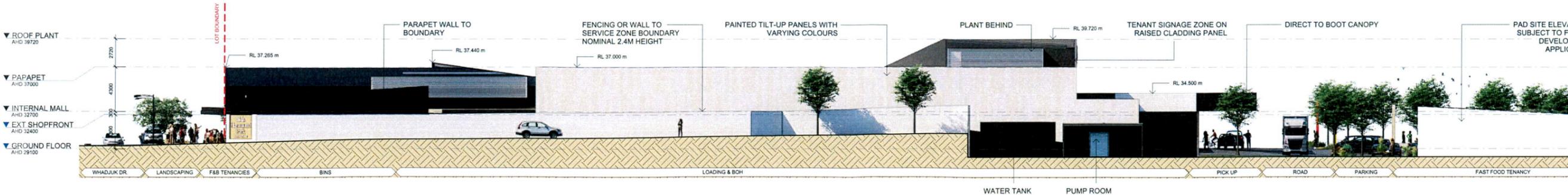
1 ELEVATION 1 - EAST
A513 1:200



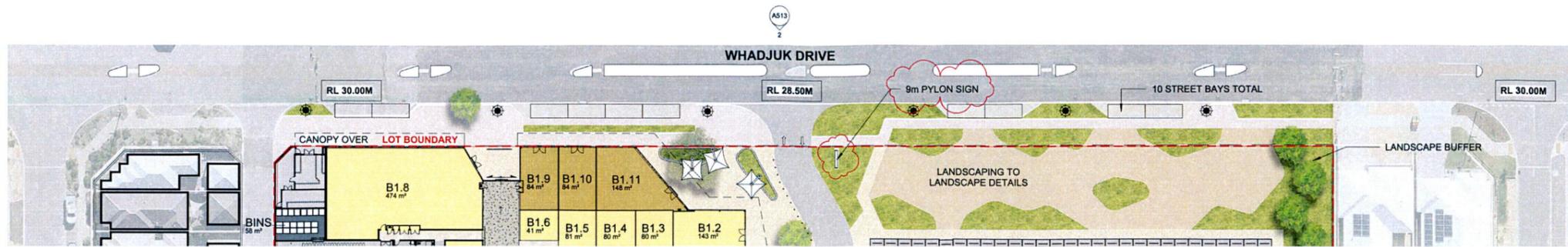
2 ELEVATION 2 - SOUTH
SD100 1:200



3 ELEVATION 3 - NORTH
SD100 1:200



4 ELEVATION 4 - WEST
A513 1:200



1 NORTH STREETScape PLAN
A400 1:500

- ▼ ROOF PLANT
AHD 39720
- ▼ PAPAPET
AHD 37000
- ▼ INTERNAL MALL
AHD 32700
- ▼ EXT SHOPFRONT
AHD 32400
- ▼ GROUND FLOOR
AHD 29100



2 NORTH STREETScape ELEVATION
A513 1:500

NORTH STREETScape
WATTLEUP ROAD NEIGHBOURHOOD CENTRE

Status: **ISSUE FOR DA**
 Path: C:\Users\j.trevaskis\Documents\44459 - Wattleup Rd
 Neighbourhood Centre_SITE_detached_(Revit 2022)_j.trevaskis.rvt

Scale: 1:500 @ A1
 0 40
 © Hames Sharley



Project Number: 44459
 Drawing Number: A513
 Revision: D
 Date: 11.10.2024





NORTH ELEVATION - PROPOSED
1 : 200

PROPOSED ELEVATION
WATTLEUP ROAD NEIGHBOURHOOD CENTRE

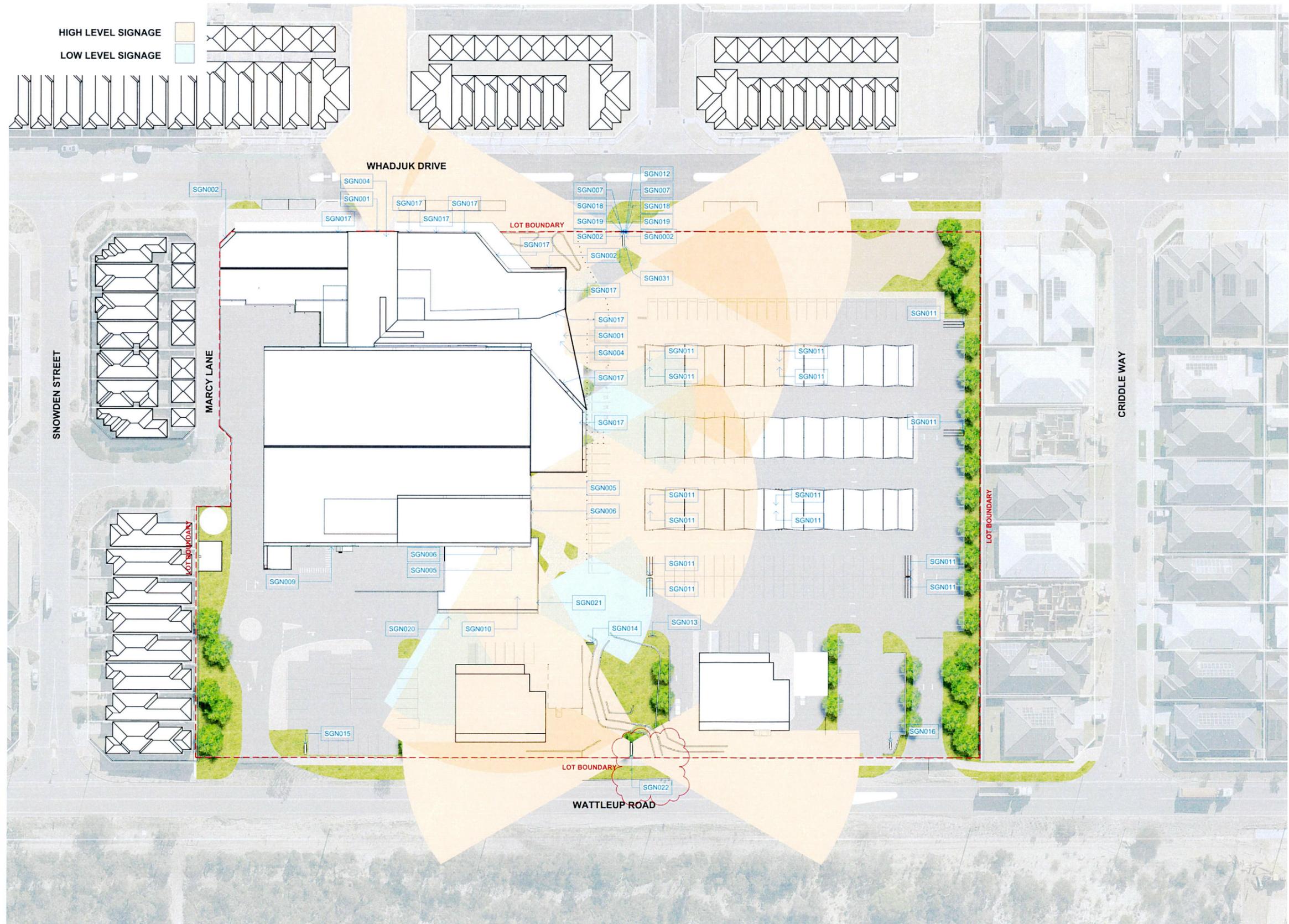
Status: **ISSUE FOR INFORMATION**
 Path: C:\Users\l.trevaskis\Documents\44459 - Wattleup Rd
 Neighbourhood Centre_SITE_detached_(Revit 2022)_l.trevaskis.rvt

Scale: 1:200 @ A1
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 © Hames Sharley:

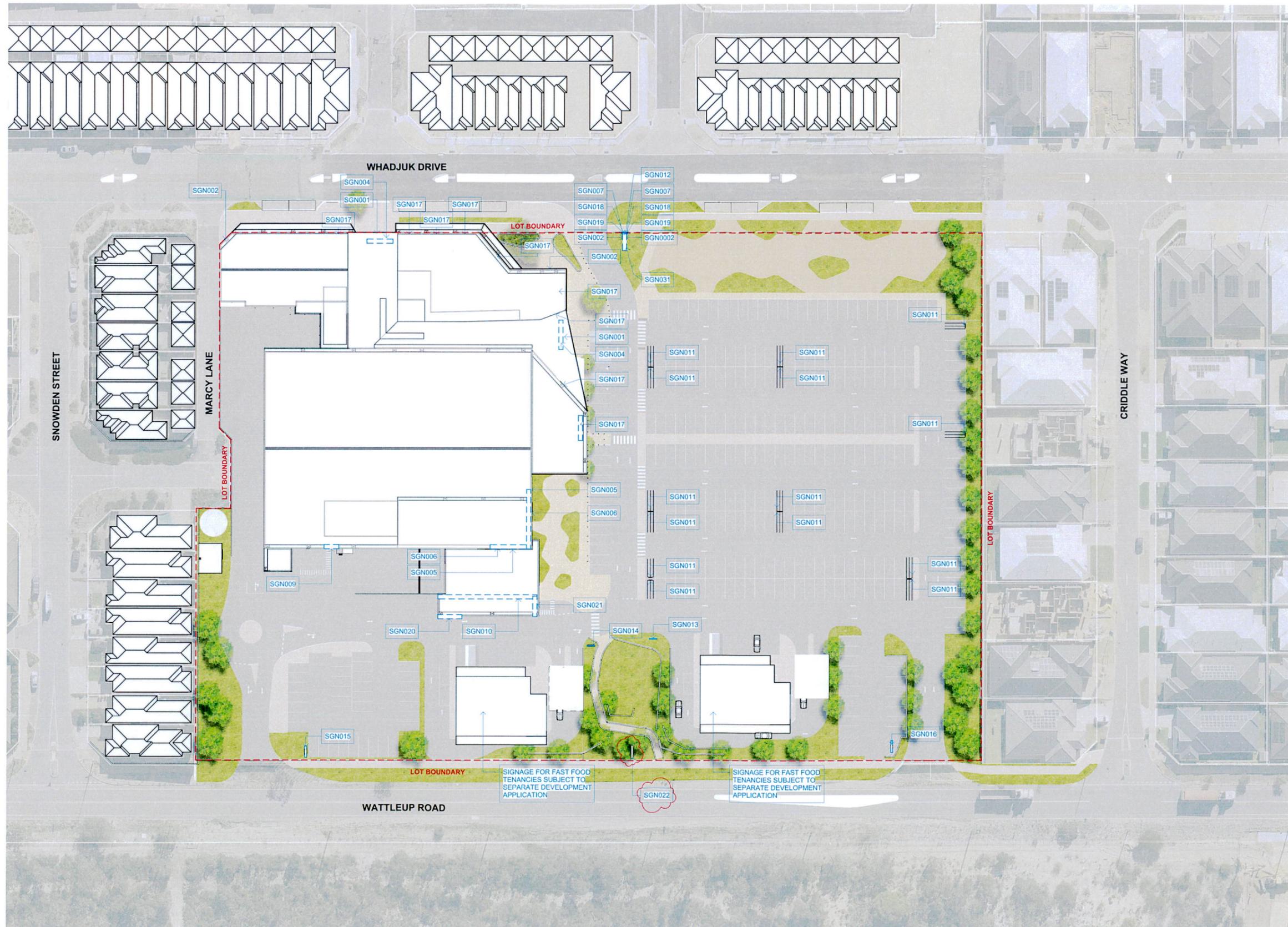


Project Number: 44459
 Drawing Number: A605
 Revision: B
 Date: 11.10.2024





1 SIGNAGE SIGHTLINES
A400 1:500



2 SIGNAGE PLAN
A400 1:500



1 ELEVATION 1 - EAST SIGNAGE
A513 1:200

TENANT SIGNAGE ZONE OVER FEATURE MATERIAL REFER TO SIGNAGE SIZES PER SCHEDULE

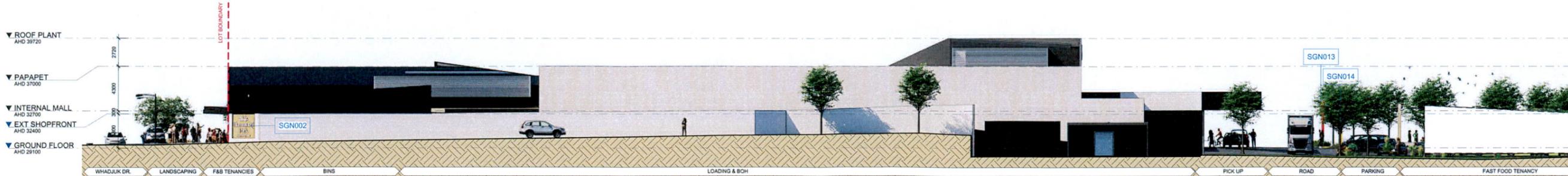


2 ELEVATION 2 - SOUTH SIGNAGE
SD100 1:200

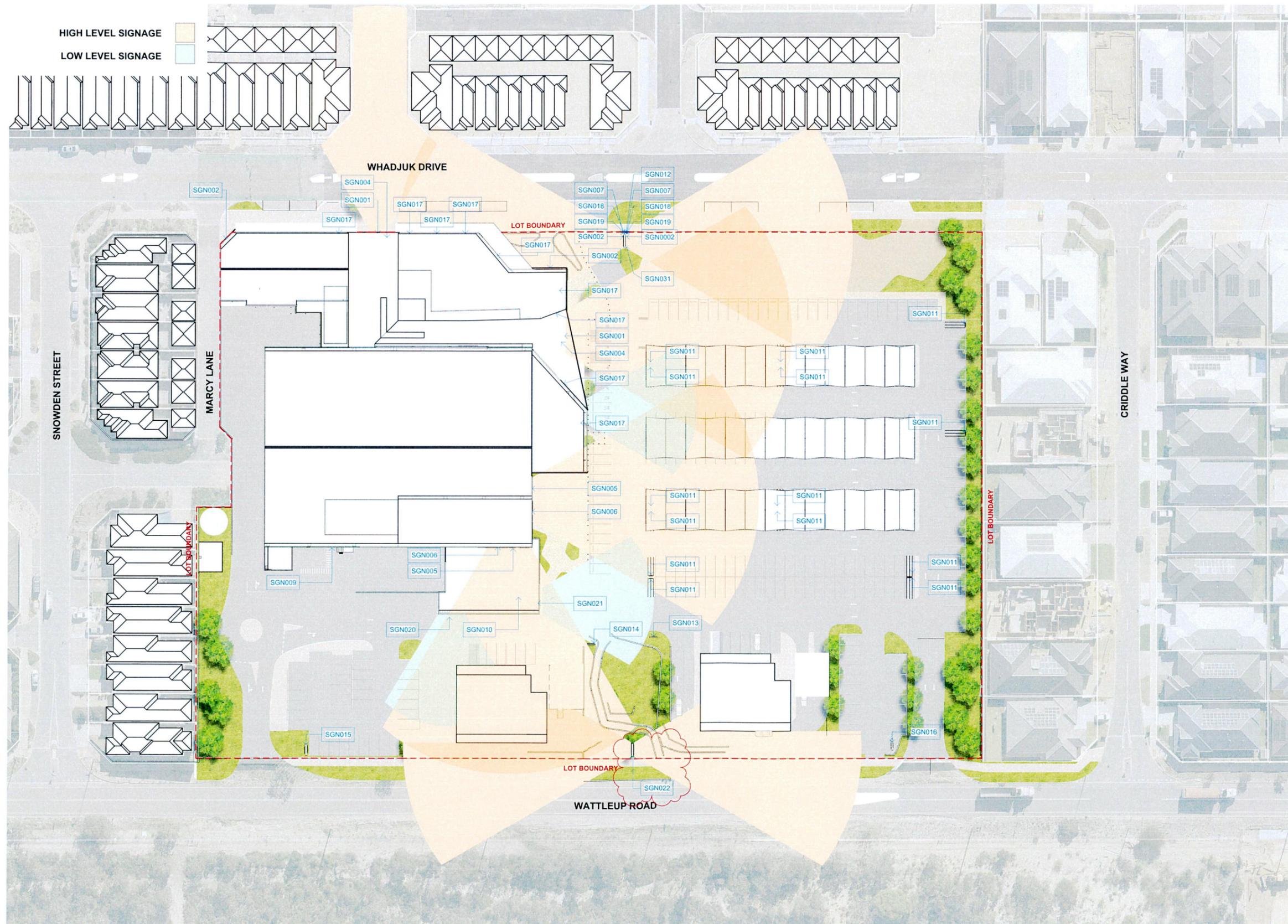


3 ELEVATION 3 - NORTH SIGNAGE
SD100 1:200

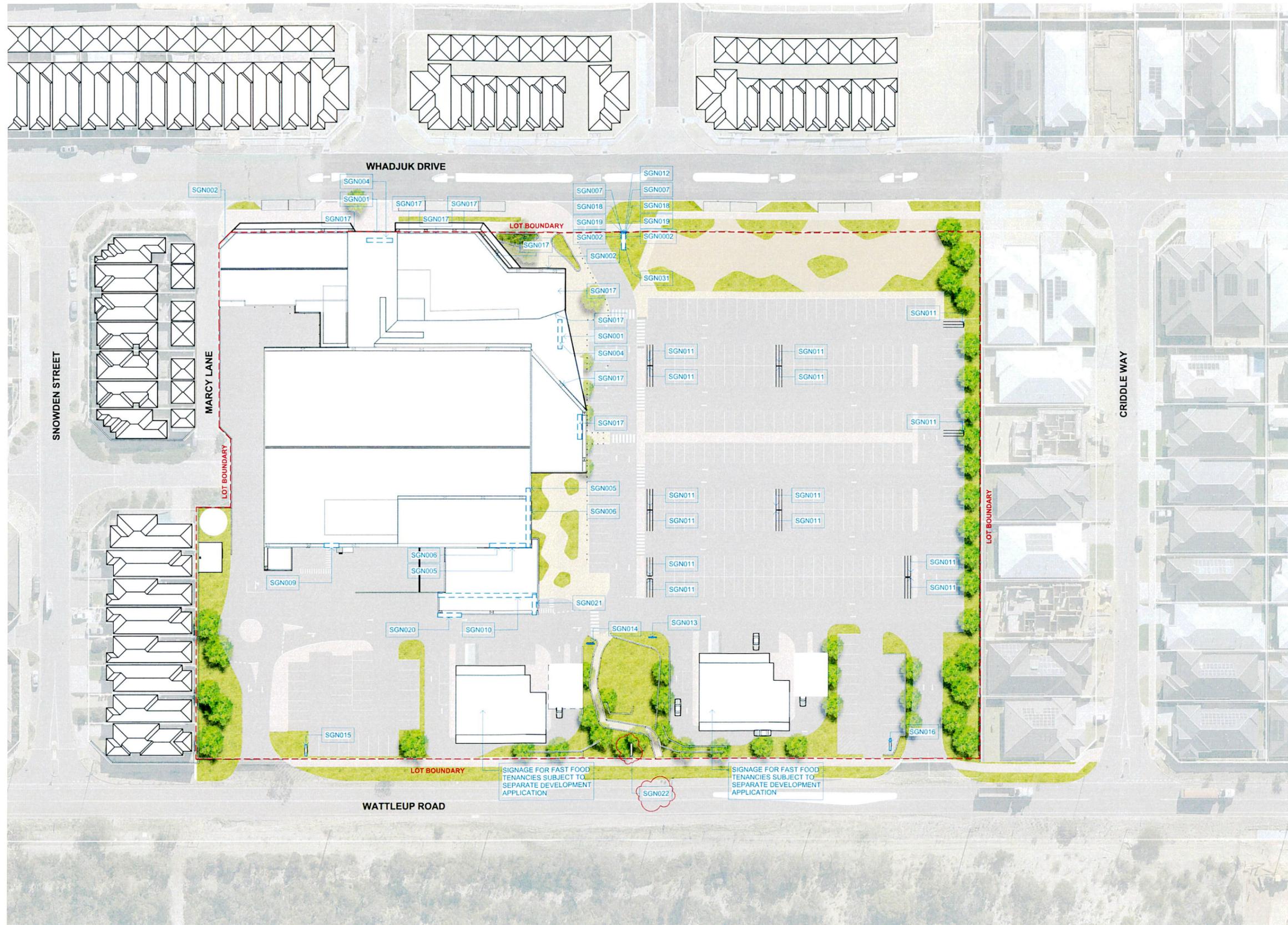
TENANT SIGNAGE ZONE OVER FEATURE MATERIAL REFER TO SIGNAGE SIZES PER SCHEDULE



4 ELEVATION 4 - WEST SIGNAGE
A513 1:200



1 SIGNAGE SIGHTLINES
A400 1:500



2 SIGNAGE PLAN
A400 1:500



1 ELEVATION 1 - EAST SIGNAGE
A513 1:200

TENANT SIGNAGE ZONE OVER FEATURE MATERIAL REFER TO SIGNAGE SIZES PER SCHEDULE

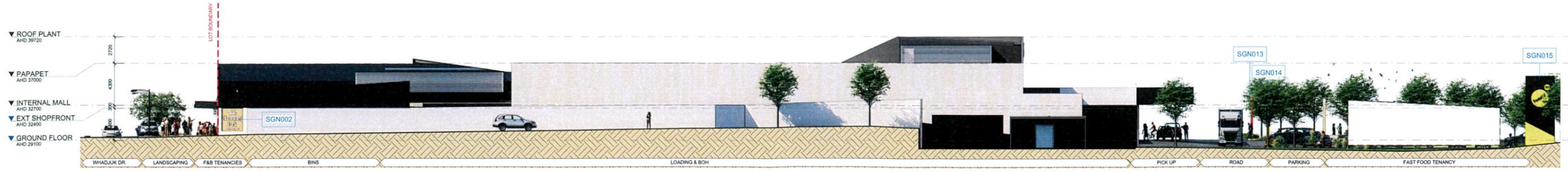


2 ELEVATION 2 - SOUTH SIGNAGE
SD100 1:200



3 ELEVATION 3 - NORTH SIGNAGE
SD100 1:200

TENANT SIGNAGE ZONE OVER FEATURE MATERIAL REFER TO SIGNAGE SIZES PER SCHEDULE



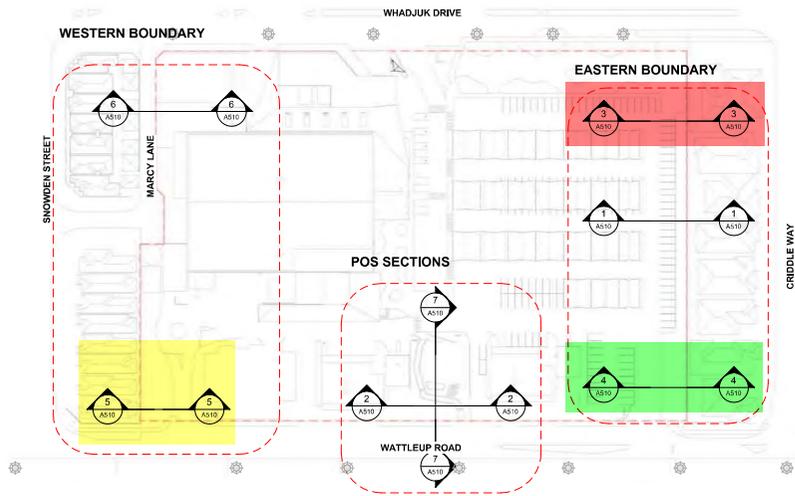
4 ELEVATION 4 - WEST SIGNAGE
A513 1:200

ID NO.	INDICATIVE IMAGE	DESCRIPTION	INDICATIVE SIZE
SGN001		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME (LED BACKLIT)	1100mm HIGH x 7050mm WIDE
SGN002		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME ON FREESTANDING PYLON (LED BACKLIT)	1500mm HIGH x 2000mm WIDE
SGN003		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME ON FREESTANDING PYLON. (LED BACKLIT)	1100mm HIGH x 1500mm WIDE
SGN004		WOOLWORTHS SIGNAGE 800mm ICON SUSPENDED FROM AWNING CANOPY (LED BACKLIT)	1000mm HIGH x 4681mm WIDE 800MM HIGH WAPPLE ICON
SGN005		BWS EXTERNAL FACADE SIGN - @ SE/SW CORNER WATTLEUP ROAD AND MAIN CARPARK (LED BACKLIT)	1875mm HIGH x 2850mm WIDE 975mm HIGH BWS ICON
SGN006		WOOLWORTHS EXTERNAL FACADE SIGN - @ SE/SW CORNER WATTLEUP ROAD AND MAIN CARPARK (LED BACKLIT)	1875mm HIGH x 8775mm WIDE 1500MM HIGH WAPPLE ICON
SGN007		MAIN ENTRY PARKING SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	760mm HIGH x 3215mm WIDE
SGN008		WAPPLE ICON ON FREESTANDING PYLON (LED BACKLIT)	1940mm HIGH x 1517mm WIDE 1056mm WAPPLE ICON
SGN009		CAR PARK SIGNAGE - LOADING DOCK	1200mm HIGH x 930mm WIDE
SGN010		WOOLWORTHS DIRECT TO BOOT SIGNAGE	AS PER WOW DIRECT TO BOOT GUIDELINES

ID NO.	INDICATIVE IMAGE	DESCRIPTION	INDICATIVE SIZE
SGN011		CAR PARK SIGNAGE: TROLLEY BAY - FREE STANDING (PORTRAIT)	600mm HIGH x 465mm WIDE (SIGN ONLY)
SGN012, SGN022		FREE-STANDING NEIGHBOURHOOD CENTRE PYLON SIGNAGE (LED BACKLIT)	SGN012 9000mm HIGH x 3315mm WIDE SGN022 6000mm HIGH x 3315mm WIDE
SGN013, SGN014		FREE-STANDING PAD SITE PYLON SIGNAGE WITH BRANDING AS PER FUTURE FAST FOOD DEVELOPMENT APPLICATION (LED BACKLIT)	6000mm HIGH x 2000mm WIDE
SGN015, SGN016		FREE-STANDING PAD SITE PYLON SIGNAGE WITH BRANDING AS PER FUTURE FAST FOOD DEVELOPMENT APPLICATION (LED BACKLIT)	4000mm HIGH x 2000mm WIDE
SGN017		INDICATIVE TYPICAL TENANCY SHOPFRONT SIGNAGE PANEL (LED BACKLIT)	550mm HIGH x 2000mm WIDE
SGN018		FAST FOOD TENANCY SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	500mm HIGH x 3215mm WIDE
SGN019		FAST FOOD TENANCY SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	500mm HIGH x 3215mm WIDE
SGN020		WOOLWORTHS DIRECT TO BOOT DESTINATION SIGNAGE ON CANOPY	1000mm HIGH x 6250mm WIDE
SGN021		WOOLWORTHS DIRECT TO BOOT DESTINATION SIGNAGE ON CANOPY	1000mm HIGH x 5420mm WIDE
SGN022a, SGN022b		AMENITIES SIGNAGE	1830mm HIGH x 600mm WIDE

ID NO.	INDICATIVE IMAGE	DESCRIPTION	INDICATIVE SIZE
SGN001		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME (LED BACKLIT)	1100mm HIGH x 7050mm WIDE
SGN002		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME ON FREESTANDING PYLON (LED BACKLIT)	1500mm HIGH x 2000mm WIDE
SGN003		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME ON FREESTANDING PYLON. (LED BACKLIT)	1100mm HIGH x 1500mm WIDE
SGN004		WOOLWORTHS SIGNAGE 800mm ICON SUSPENDED FROM AWNING CANOPY (LED BACKLIT)	1000mm HIGH x 4681mm WIDE 800MM HIGH WAPPLE ICON
SGN005		BWS EXTERNAL FACADE SIGN - @ SE/SW CORNER WATTLEUP ROAD AND MAIN CARPARK (LED BACKLIT)	1875mm HIGH x 2850mm WIDE 975mm HIGH BWS ICON
SGN006		WOOLWORTHS EXTERNAL FACADE SIGN - @ SE/SW CORNER WATTLEUP ROAD AND MAIN CARPARK (LED BACKLIT)	1875mm HIGH x 8775mm WIDE 1500MM HIGH WAPPLE ICON
SGN007		MAIN ENTRY PARKING SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	760mm HIGH x 3215mm WIDE
SGN008		WAPPLE ICON ON FREESTANDING PYLON (LED BACKLIT)	1940mm HIGH x 1517mm WIDE 1056mm WAPPLE ICON
SGN009		CAR PARK SIGNAGE - LOADING DOCK	1200mm HIGH x 930mm WIDE
SGN010		WOOLWORTHS DIRECT TO BOOT SIGNAGE	AS PER WOW DIRECT TO BOOT GUIDELINES

ID NO.	INDICATIVE IMAGE	DESCRIPTION	INDICATIVE SIZE
SGN011		CAR PARK SIGNAGE: TROLLEY BAY - FREE STANDING (PORTRAIT)	600mm HIGH x 465mm WIDE (SIGN ONLY)
SGN012, SGN022		FREE-STANDING NEIGHBOURHOOD CENTRE PYLON SIGNAGE (LED BACKLIT)	SGN012 9000mm HIGH x 3315mm WIDE SGN022 6000mm HIGH x 3315mm WIDE
SGN013, SGN014		FREE-STANDING PAD SITE PYLON SIGNAGE WITH BRANDING AS PER FUTURE FAST FOOD DEVELOPMENT APPLICATION (LED BACKLIT)	6000mm HIGH x 2000mm WIDE
SGN015, SGN016		FREE-STANDING PAD SITE PYLON SIGNAGE WITH BRANDING AS PER FUTURE FAST FOOD DEVELOPMENT APPLICATION (LED BACKLIT)	4000mm HIGH x 2000mm WIDE
SGN017		INDICATIVE TYPICAL TENANCY SHOPFRONT SIGNAGE PANEL (LED BACKLIT)	550mm HIGH x 2000mm WIDE
SGN018		FAST FOOD TENANCY SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	500mm HIGH x 3215mm WIDE
SGN019		FAST FOOD TENANCY SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	500mm HIGH x 3215mm WIDE
SGN020		WOOLWORTHS DIRECT TO BOOT DESTINATION SIGNAGE ON CANOPY	1000mm HIGH x 6250mm WIDE
SGN021		WOOLWORTHS DIRECT TO BOOT DESTINATION SIGNAGE ON CANOPY	1000mm HIGH x 5420mm WIDE
SGN022a, SGN022b		AMENITIES SIGNAGE	1830mm HIGH x 600mm WIDE

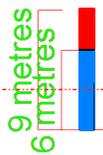


SITE DIAGRAM - SECTION LOCATIONS
1:1000

Signage assessment plans - DAP24/006

9m Pylon
(Whadjuk Drive)

- approved condition 5 signage
- proposed amendments



93 metres
top of fence

SECTION THROUGH POS (NORTH - SOUTH)
AS10 1:200

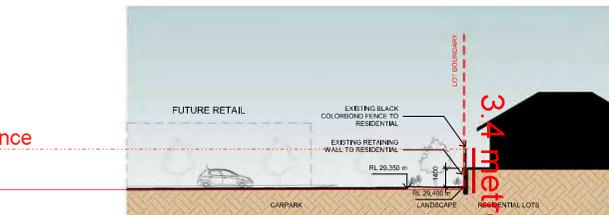
6m Pylon (Wattleup Road)



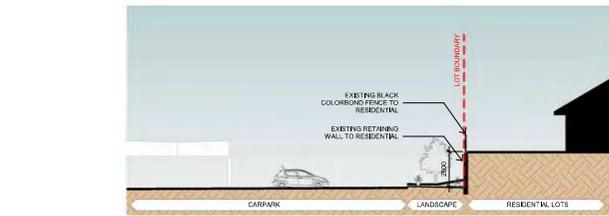
91 metres
top of fence

SECTION
AS10 1:200

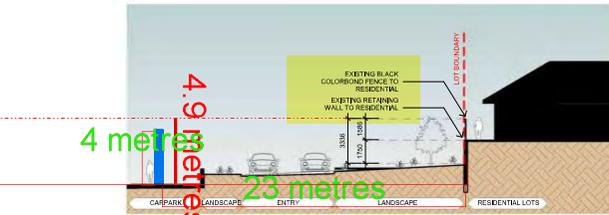
WESTERN BOUNDARY SECTION B
AS10 1:200



EASTERN BOUNDARY SECTION A
AS10 1:200



EASTERN BOUNDARY SECTION B
AS10 1:200



EASTERN BOUNDARY SECTION C
AS10 1:200

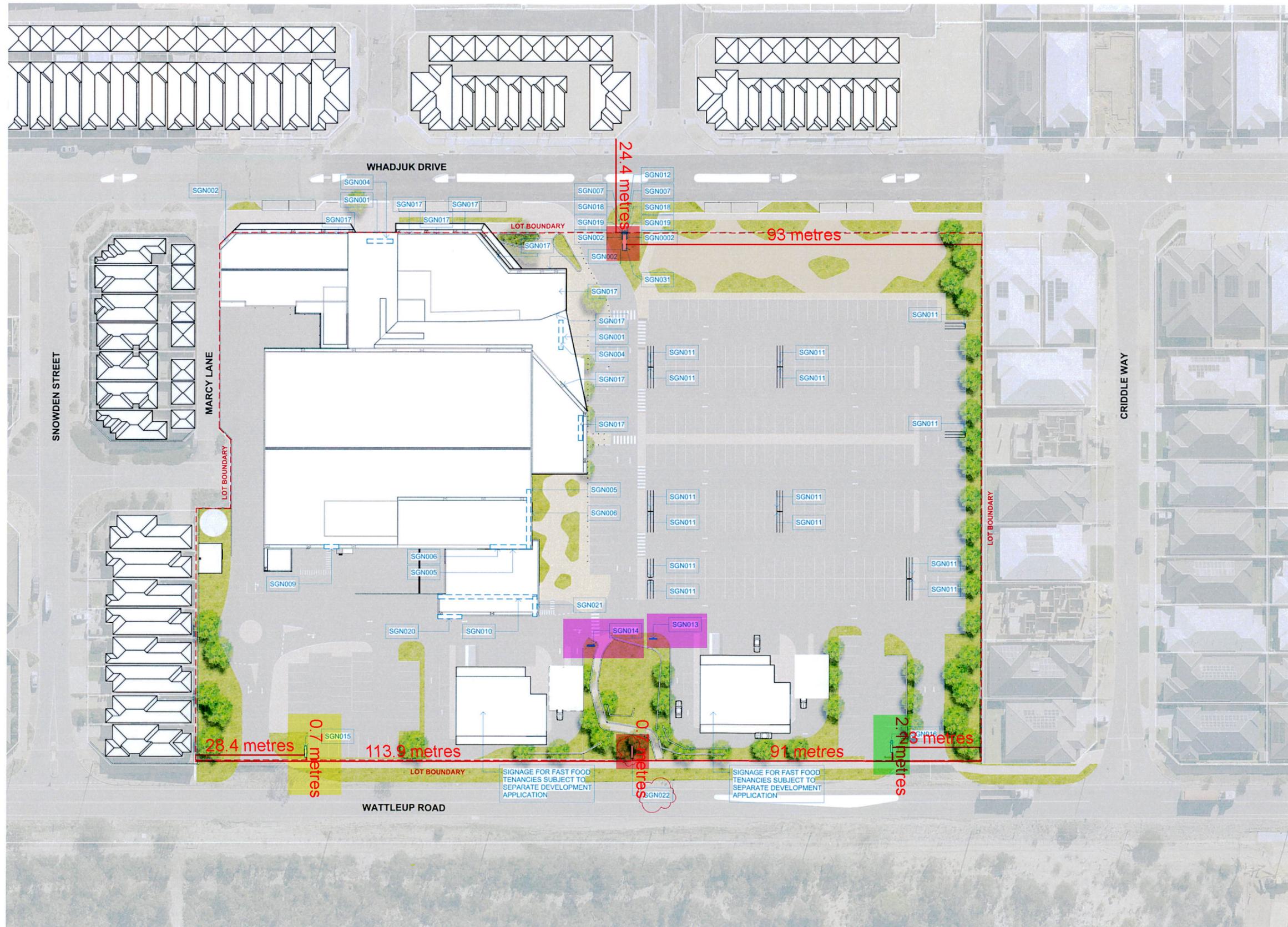
**DEVELOPMENT
ASSESSMENT PANEL**
APPROVED
14-Dec-2023



WATTLEUP ROAD BOUNDARY LOOKING WEST



WATTLEUP ROAD BOUNDARY LOOKING EAST



2 SIGNAGE PLAN
A400 1:500

approved building signage above proposed 9m pylon

approved condition 5
6m signage



1 ELEVATION 1 - EAST SIGNAGE
A513 1:200

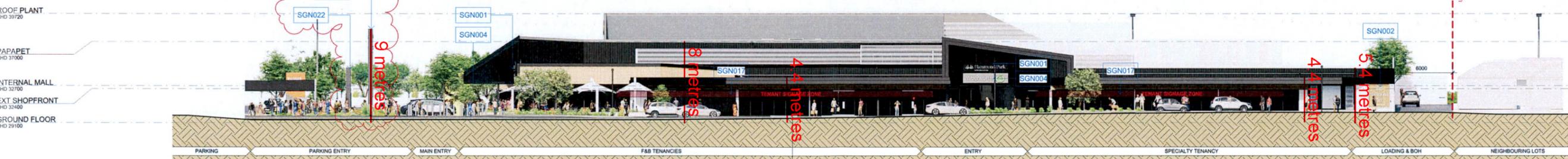
TENANT SIGNAGE ZONE OVER FEATURE MATERIAL REFER TO SIGNAGE SIZES PER SCHEDULE

total height to top of ridge
3.8 metres
2.1 metres
2 storey wall height
0.3 metres
5.5 metres
7.2 metres

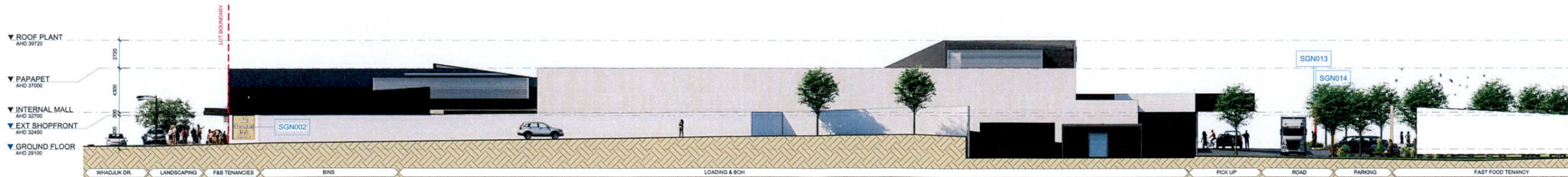


2 ELEVATION 2 - SOUTH SIGNAGE
SD100 1:200

TENANT SIGNAGE ZONE OVER FEATURE MATERIAL REFER TO SIGNAGE SIZES PER SCHEDULE



3 ELEVATION 3 - NORTH SIGNAGE
SD100 1:200



4 ELEVATION 4 - WEST SIGNAGE
A513 1:200

ID NO.	INDICATIVE IMAGE	DESCRIPTION	INDICATIVE SIZE
SGN001		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME (LED BACKLIT)	1100mm HIGH x 7050mm WIDE
SGN002		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME ON FREESTANDING PYLON (LED BACKLIT)	1500mm HIGH x 2000mm WIDE
SGN003		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME ON FREESTANDING PYLON. (LED BACKLIT)	1100mm HIGH x 1500mm WIDE
SGN004		WOOLWORTHS SIGNAGE 800mm ICON SUSPENDED FROM AWNING CANOPY (LED BACKLIT)	1000mm HIGH x 4681mm WIDE 800MM HIGH WAPPLE ICON
SGN005		BWS EXTERNAL FACADE SIGN - @ SE/SW CORNER WATTLEUP ROAD AND MAIN CARPARK (LED BACKLIT)	1875mm HIGH x 2850mm WIDE 975mm HIGH BWS ICON
SGN006		WOOLWORTHS EXTERNAL FACADE SIGN - @ SE/SW CORNER WATTLEUP ROAD AND MAIN CARPARK (LED BACKLIT)	1875mm HIGH x 8775mm WIDE 1500MM HIGH WAPPLE ICON
SGN007		MAIN ENTRY PARKING SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	760mm HIGH x 3215mm WIDE
SGN008		WAPPLE ICON ON FREESTANDING PYLON (LED BACKLIT)	1940mm HIGH x 1517mm WIDE 1056mm WAPPLE ICON
SGN009		CAR PARK SIGNAGE - LOADING DOCK	1200mm HIGH x 930mm WIDE
SGN010		WOOLWORTHS DIRECT TO BOOT SIGNAGE	AS PER WOW DIRECT TO BOOT GUIDELINES

ID NO.	INDICATIVE IMAGE	DESCRIPTION	INDICATIVE SIZE
SGN011		CAR PARK SIGNAGE: TROLLEY BAY - FREE STANDING (PORTRAIT)	600mm HIGH x 465mm WIDE (SIGN ONLY)
SGN012, SGN022		FREE-STANDING NEIGHBOURHOOD CENTRE PYLON SIGNAGE (LED BACKLIT)	SGN012 9000mm HIGH x 3315mm WIDE SGN022 6000mm HIGH x 3315mm WIDE
SGN013, SGN014		FREE-STANDING PAD SITE PYLON SIGNAGE WITH BRANDING AS PER FUTURE FAST FOOD DEVELOPMENT APPLICATION (LED BACKLIT)	6000mm HIGH x 2000mm WIDE
SGN015, SGN016		FREE-STANDING PAD SITE PYLON SIGNAGE WITH BRANDING AS PER FUTURE FAST FOOD DEVELOPMENT APPLICATION (LED BACKLIT)	4000mm HIGH x 2000mm WIDE
SGN017		INDICATIVE TYPICAL TENANCY SHOPFRONT SIGNAGE PANEL (LED BACKLIT)	550mm HIGH x 2000mm WIDE
SGN018		FAST FOOD TENANCY SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	500mm HIGH x 3215mm WIDE
SGN019		FAST FOOD TENANCY SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	500mm HIGH x 3215mm WIDE
SGN020		WOOLWORTHS DIRECT TO BOOT DESTINATION SIGNAGE ON CANOPY	1000mm HIGH x 6250mm WIDE
SGN021		WOOLWORTHS DIRECT TO BOOT DESTINATION SIGNAGE ON CANOPY	1000mm HIGH x 5420mm WIDE
SGN022a, SGN022b		AMENITIES SIGNAGE	1830mm HIGH x 600mm WIDE



LG Ref: DAP23/002
DAP Ref: DAP/23/02556
Enquiries: (08) 6551 9919

Ms Lidija Langford
Rowe Group
369 Newcastle Street
Northbridge WA 6003

Dear Ms Langford

METRO OUTER JDAP - CITY OF COCKBURN - DAP APPLICATION - DAP23/002 - DETERMINATION

Property Location:	9043, 9053 and 305 Whadjuk Drive, Hammond Park
Application Details:	Hammond Park Neighbourhood Centre

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Cockburn on 18 September 2023 for the above-mentioned development.

This application was considered by the Metro Outer JDAP at its meeting held on 14 December 2023, where in accordance with the provisions of the City of Cockburn Town Planning Scheme No.3, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Ms Tanya Wasley on behalf of the City of Cockburn on 08 9411 3444.

Yours sincerely,

DAP Secretariat

18 December 2023

Encl. DAP Determination Notice
Approved Plans

Cc: Ms Tanya Wasley
City of Cockburn

Planning and Development Act 2005

City of Cockburn Town Planning Scheme No.3

Metro Outer Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Property Location: 9043, 9053 and 305 Whadjuk Drive, Hammond Park

Application Details: Hammond Park Neighbourhood Centre

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 14 December 2023, subject to the following:

1. **Accept** that the DAP Application reference DAP/23/02556 is appropriate for consideration as a “Shop, Liquor Store, Medical Centre, Restaurant, Fast Food, Office, and Lunch Bar” land use and compatible with the objectives of the zoning table in accordance with Clause 3.4.2. of the City of Cockburn Planning Scheme No. 3.;
2. **Approve** DAP Application reference DAP/23/02556 and accompanying plans accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Cockburn Planning Scheme No. 3., subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
2. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
3. Development shall be carried out in accordance with the approved plan.
4. In addition to the land uses exempt from requiring development approval under Clause 61(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* – Schedule 2 – Deemed Provisions, the following land uses, as defined under the City of Cockburn Town Planning Scheme No. 3 (as amended), are approved as part of this development:
 - a) Fast Food Outlet (Tenancies B1.2, B1.9, B1.10, B1.11, B2 and B3)
 - b) Liquor Store – Small (Tenancy ‘LIQ’).
 - c) Lunch Bar (Tenancies B1.2, B1.9, B1.10, B1.11)
 - d) Medical Centre (Tenancy B1.8 only)
 - e) Office (All Tenancies excluding B2 and B3)

- f) Restaurant (Tenancies B1.2, B1.9, B1.10, B1.11)
 - g) Shop (All Tenancies excluding B2 and B3)
5. Prior to issue of a Building Permit, plans and signage strategy are to be updated to amend the pylon signs as follows;
- Whadjuk Drive 12m pylon reduced to 6m in height; and
 - Wattleup Road 10m Pylons (x2) reduced to 4m in height.
6. Prior to the issue of a Building Permit, a detailed material, colours and finishes schedule for the development, to be provided to the City's satisfaction. The details as agreed by the City are to be implemented in the development.
7. Prior to the issue of a Building Permit, the owner/applicant shall submit to the City for approval a preliminary proposal for an art work designed by a professional artist at a cost of 1% of the total project cost (to a maximum of \$250,000), to be located within the subject site as an integral part of the development;
- submit to the City for approval an 'Application for Art Work Design';
 - enter into a contract with a professional artist/s to design and install (if appropriate) the art work approved by the City.
- The art work shall then be installed prior to occupation of the building/development and maintained thereafter to the satisfaction of the City.
8. Prior to the issue of a Building Permit, a detailed landscaping plan shall be submitted to and approved by the City. The plan agreed to by the City shall be implemented in the development. The landscaping plan shall include the following;
- minimum twelve (12) additional trees to be located along Whadjuk Drive and the parking area adjacent the future development site as required by the City;
 - landscaping treatments to the fence line of Marcy Lane to the satisfaction of the City;
 - the location, number, size and species type of proposed trees and shrubs, including calculations for the landscaping area;
 - any lawns to be established;
 - those areas to be reticulated or irrigated;
 - appropriate planting within the car parking areas;
 - emphasis of the internal street through the placement of trees; and
 - verge treatments.
9. Landscaping including verge planting shall be installed, reticulated and/or irrigated in accordance with the/an approved plan and maintained thereafter to the satisfaction of the City. The landscaping shall be implemented prior to the initial occupation of the development and any species which fail to establish within a period of 12 months from planting shall be replaced to the satisfaction of the City.
10. Prior to the issue of a Building Permit, the landowner shall contribute towards development infrastructure provisions pursuant to the City's Town Planning Scheme No. 3, to the City's satisfaction.

11. Provisions identified in the Waste Management Plan provided by Talis Consultants on behalf of Rowe Group dated 19/10/2023 and approved by the City on 03/11/2023, which include recycling measures and management of waste, are to be implemented and maintained thereafter to the satisfaction of the City.
12. Noise from waste and delivery vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.
13. Prior to the initial occupation of the development hereby approved, the parking bays, driveways and points of ingress and egress shall be sealed, kerbed, drained and line marked in accordance with the approved plans to the satisfaction of the City.
14. Prior to the issue of a Building Permit, a minimum of 39 Bicycle parking bays are to be designed to comply with Australian Standard 2890.3. The development (excluding pad sites) requires a minimum of 39 bicycle bays. Location(s) and details of the bicycle bays shall be submitted to the City for assessment and approval.
15. Prior to commencement of any development works hereby approved, a detailed Dust Management Plan shall be submitted to and approved by the City. The Dust Management Plan shall be implemented during the construction phase to the satisfaction of the City.
16. The applicant must implement all of the recommendations contained in the Bushfire Management Plan prepared by *JBS&G* dated *12 May 2023* and approved by the *Local Government* for the duration of the development.
17. No building or construction activities shall be carried out before 7.00am or after 7.00pm, Monday to Saturday, and not at all on Sunday or Public Holidays.
18. All outdoor lighting shall be installed and maintained in accordance with Australian Standard AS 4282 - 1997 "*Control of the Obtrusive Effects of Outdoor Lighting*".
19. The development shall comply with the noise pollution provisions of the Environmental Protection Act 1986, and more particularly with the requirements of the Environmental Protection (Noise) Regulations 1997.
20. All noise attenuation measures, identified by the Lloyd George Acoustics Report "Environmental Noise Assessment, Proposed Hammond Park Shopping Centre, Hammond Park" (Ref 20075601-01G; dated 14 June 2023) and the further acoustic report and Noise Management Plan required under condition 22, are to be implemented prior to occupancy of the development and the requirements of the Acoustic Report are to be observed at all times.

21. Written confirmation from a recognised acoustic consultant that all recommendations made in the Acoustic Report prepared by Lloyd George Acoustics and the further Acoustic Report required under condition 20 have been incorporated into the proposed development, shall be submitted to the City at the time of lodgement of the Building Permit Application.
22. A further Acoustic Report, and Noise Management Plan, shall be submitted to and approved by the City, prior to the submission of a Building Permit application, and implemented thereafter, to the satisfaction of the City.
23. Written confirmation from a recognised acoustic consultant that all recommendations made in the Acoustic Report prepared by Lloyd George Acoustics and the further Acoustic Report required under condition 20 have been incorporated into the proposed development, shall be submitted to the City at the time of lodgement of the BA7 Completion Form, prior to occupation of the development.
24. Provisions identified in the Delivery Management Plan provided Rowe Group dated 31/07/2023 which include specified delivery operation hours and noise management measures, are to be implemented and maintained thereafter to the satisfaction of the City.
25. The dimensions of all car parking bays, aisle widths, wheel stops, columns, ramps and circulation areas complying with the Australian Standards AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009.
26. All access ways, parking areas and hardstand areas shall be maintained in accordance with the City's engineering requirements and design guidelines.
27. Crossovers are to be located and constructed to the City's Vehicle Crossover Specifications.
28. Hatched Clear Zone proposed at entrances of Drive Throughs to fast food outlets (B2 & B3) to be implemented and maintained to the satisfaction of the City.
29. All stormwater to be contained on site. Stormwater drainage to be able to contain a 1 in 100 year, critical storm event.
30. Prior to the issue of Building Permit, details about the stormwater drainage design intended for the proposed development shall be submitted to the City for review and approval. Details should include information on storage volumes to be contained within the drainage cells and soakwells, drainage calculations with catchment area and rainfall intensity.

31. Prior to the issue of a Building Permit, engineering drawings and specifications are to be submitted to, and approved by, the City, for the following works to be completed at full cost to the applicant;
- i. The upgrade of Wattleup Road and Whadjuk Drive, including any required modifications to existing road infrastructure to accommodate safe access/egress to the development site;
 - ii. Stormwater management including kerbing to Wattleup Road;
 - iii. The provision of a shared path and dual use path, adjacent to the development site, on Wattleup Road and Whadjuk Drive, respectively, connecting to the existing path network;
 - iv. Street lighting to Wattleup Road; and
 - v. Eight (8) embayed parking bays to Whadjuk Drive, as shown on the approved plan.

The approved works are required to be undertaken prior to the occupation of the development and to the satisfaction of the City.

32. Prior to the issue of a Building Permit, plans amended to demonstrate crossover widths to Wattleup Road adequately suit the vehicle turning movements to the satisfaction of the City.
33. Prior to the issue of a Building Permit, A Construction Management Plan shall be submitted to and approved by the City for new buildings detailing management of:
- a) access to and from the site;
 - b) the delivery of materials and equipment to the site;
 - c) the storage of materials and equipment on the site;
 - d) the parking arrangements for contractors and subcontractors;
 - e) other matters likely to impact on surrounding properties;
 - f) management of construction waste.

The Construction Management Plan shall be implemented at all times during the construction phase.

34. All services areas and service related hardware, including antennae, satellite dishes and air conditioning units, being suitably located away from public view and/or screened to the satisfaction of the City.
35. The premises shall be kept in a neat and tidy condition at all times by the owner/occupier to the satisfaction of the City.
36. The approved development must clearly display the street number/s.

Advice Notes

1. This is a Development Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, or with any requirements of the City of Cockburn Town Planning Scheme No. 3 or with the requirements of any external agency.

2. The City advises that a parking audit is to be provided to confirm all tenancy uses and overall site parking requirements to confirm suitability of uses for the stage 2 development proposed to Whadjuk Drive in conjunction with all relevant state and local government parking requirements.
3. With regards to Condition 4, to provide maximum flexibility for the nominated tenancies, it is recommended that the food tenancies have appropriate back of house facilities (i.e. grease traps ect) to accommodate food related uses.
4. With regard to condition 7, the art work shall be in accordance with Council' Local Planning Policy 5.13 Percent for Art and the 'Application for Art Work Design' and shall include a contract between the owner/applicant and the artists full working drawings (including an indication of where the art work is located) and a detailed budget being submitted to and approved by the City. Further information regarding the provision of art work can be obtained from the City's Community Arts Officer on 9411 3444.
5. With regards to Condition 8. The landscaping plan should avoid any species that is considered detrimental to the neighbouring nature reserve, with an emphasis on WA natives to be confirmed by the City's Environmental Team. All Trees proposed to be suitable evergreen species to achieve screening and shading required to neighbouring properties and carpark area.
6. Any future alfresco dining is to comply with Local Planning Policy 3.5 – Alfresco dining and relevant health and building regulations.
7. You are advised that a Sign Permit is required in accordance with the City's Local Laws (2000) prior to the erection of the signs. A permit is obtainable from the City's Building Services Department.
8. With regard to condition 27, Please submit a crossover application on City's website with a detailed site plan. A 2m x 2.5m sightline shall be provided at the intersection of the crossover and the front boundary for standard crossovers. All sightlines shall be maintained clear of obstructions above a height of 0.75m. Copies of crossover specifications are available from the City's Engineering Services or from the City's website www.cockburn.wa.gov.au
9. With regard to condition 31, the installation of street lighting is to be in accordance with AS1158 and drainage infrastructure in conjunction with the kerbing of this length of Wattleup as required for upgrading of Wattleup Road to 'urban standard'. Development site stormwater shall not be discharged into Wattleup Road Reserve.
10. With regard to condition 32, Swept path movements are to demonstrate all vehicles remaining 'lane correct'. Overall crossover width to be increased where necessary to allow concurrent movements.
11. A 'Shop' is defined under the City's Town Planning Scheme No. 3 as 'premises used to sell goods by retail, hire goods, or provide services of a personal nature (including a hairdresser or beauty therapist) but does not include a showroom, fast food outlet, bank, farm supply centre, garden centre, hardware store, liquor store or nursery'.

12. A 'Fast Food Outlet' is defined under the City's Town Planning Scheme No. 3 as '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'.
13. [A 'Liquor Store' is defined](#) under the City's Town Planning Scheme No. 3 as 'a building the subject of a Store Licence granted under the provisions of the Liquor Act'.
14. [A 'Medical Centre' is defined](#) under the City's Town Planning Scheme No. 3 as 'premises, other than a hospital, used by one or more health consultant(s) for the investigation or treatment of human injuries or ailments and for general outpatient care (including preventative care, diagnosis, medical and surgical treatment, and counselling)
15. [A 'Restaurant' is defined](#) under the City's Town Planning Scheme No. 3 as 'premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the Liquor Licensing Act 1988.'
16. If an odour detected at an adjacent premises is deemed to be offensive by the City, then any process, equipment and/or activities that are causing the odour shall be stopped until the process, equipment and or activity has been altered to prevent odours to the satisfaction of the City.
17. If dust is detected at adjacent premises and is deemed to be a nuisance by the City, then any process, equipment and/or activities that are causing the dust nuisance shall be stopped until the process, equipment and or activity has been altered to prevent the dust to the satisfaction of the City.
18. All food businesses shall comply with the Food Act 2008 and Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only).
19. An "Application to Construct or Alter a Food Premises" is required to be submitted to Health Services prior to construction. This is to be accompanied by detailed plans and specifications of the food preparation and storage area (including mechanical ventilation and hydraulics), sanitary conveniences and garbage room, demonstrating compliance with the mentioned legislation.
20. No wash-down of plant, vehicles or equipment is permitted on the premises. Industrial, commercial or wash-down wastes shall not enter stormwater disposal systems or otherwise be discharged to the environment.
21. As part of transitioning Australia to the National Broadband Network (NBN), developers are encouraged to engage early with NBN, at least six months before the required service date, to understand requirements around future connections and the timing of infrastructure provision. This will ensure a connection is ready when residents move in. For more information please refer to <https://www.nbnco.com.au/develop-or-plan-with-the-nbn/new-developments> or contact NBN on newdevelopments@nbnco.com.au or 1800 687 626.
22. All earthworks and/or associated drainage details shall be in accordance AS3500 with plans and specifications certified by a suitably qualified practicing Engineer to the satisfaction of the City

23. Retaining wall(s) being constructed in accordance with a suitably qualified Structural Engineer's design and a Building Permit being obtained prior to construction. Retaining walls are required for any cut and/or fill greater than 150mm in height. In this regard, any fill above or below natural ground level at the lot boundaries is to be suitably retained or have a compliant stabilised embankment.
24. The development may require approval under the provisions of the *Aboriginal Heritage Act 1972*. You are advised to contact the Department of Aboriginal Sites for further information related to this development.
25. In accordance with Clause 26 of the Metropolitan Region Scheme (MRS) text, this development approval under Town Planning Scheme No.3 is also deemed to be an approval under the Metropolitan Regional Scheme.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

WATTLEUP ROAD NEIGHBOURHOOD CENTRE

DA SUBMISSION

AUGUST 2023



DEVELOPMENT APPLICATION - ARCHITECTURAL DRAWINGS

DRAWING LIST				
No.	Sheet Title	Current Revision	Current Revision Date	HS_Drawing_Status
A001	DRAWING LIST	K	02.08.2023	ISSUE FOR DA
A002	RENDER VIEWS	D	12.06.2023	ISSUE FOR DA
A003	RENDER VIEWS	D	12.06.2023	ISSUE FOR DA
A004	RENDER VIEWS	D	12.06.2023	ISSUE FOR DA
A005	RENDER VIEWS	C	12.06.2023	ISSUE FOR DA
A100	SITE SURVEY	A	11.08.2022	ISSUE FOR DA
A101	SITE PLAN	H	12.06.2023	ISSUE FOR DA
A220	GROUND FLOOR	L	13.07.2023	ISSUE FOR DA
A221	GROUND FLOOR	C	12.06.2023	ISSUE FOR DA
A230	ROOF PLAN	F	12.06.2023	ISSUE FOR DA
A231	SITE DIAGRAMS	D	12.06.2023	ISSUE FOR DA
A400	ELEVATIONS	D	02.08.2023	ISSUE FOR DA
A501	SECTIONS	D	12.06.2023	ISSUE FOR DA
A510	SECTIONS - SITE CONDITIONS	D	29.05.2023	ISSUE FOR DA
A512	NW PRECINCT - SKETCH SECTIONS	B	29.05.2023	ISSUE FOR DA
A513	NORTH STREETSCAPE	B	14.06.2023	ISSUE FOR DA
A900	SIGNAGE SIGHTLINES	D	02.08.2023	ISSUE FOR DA
A901	SIGNAGE PLAN	C	02.08.2023	ISSUE FOR DA
A902	SIGNAGE ELEVATIONS	B	02.08.2023	ISSUE FOR DA
A903	SIGNAGE SCHEDULE	D	02.08.2023	ISSUE FOR DA
A904	MATERIAL SCHEDULE (1)	C	12.06.2023	ISSUE FOR DA
A905	MATERIAL SCHEDULE (2)	C	12.06.2023	ISSUE FOR DA

DEVELOPMENT SUMMARY

RETAIL AREA (GLAR)

TOTAL:	6,004m ²
SUPERMARKET	3,740m ²
LIQUOR	206m ²
SPECIALTY	1,142m ²
F&B	316m ²
FAST FOOD	600m ²

PARKING SUMMARY

TOTAL:	370 BAYS
STANDARD	348 BAYS
ACROD	6 BAYS
DIRECT TO BOOT	6 BAYS
STREET PARKING	10 BAYS



1. NORTH-WEST AERIAL VIEW OF CENTRE



2. SOUTH-WEST AERIAL VIEW OF CENTRE



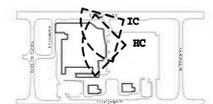
KEY PLAN



3. VIEW OF EASTERN ENTRY



4. VIEW OF EASTERN ELEVATION



KEY PLAN

INDICATIVE FACADE TREATMENT



5. VIEW OF FOOD & BEVERAGE (NORTH ENTRY)

INDICATIVE FACADE TREATMENT



6. VIEW OF WHADJUK DRIVE RETAIL ENTRY



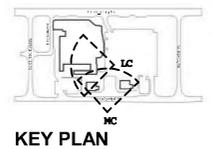
KEY PLAN



7. VIEW OF DIRECT TO BOOT



8. VIEW OF FEATURE LANDSCAPE

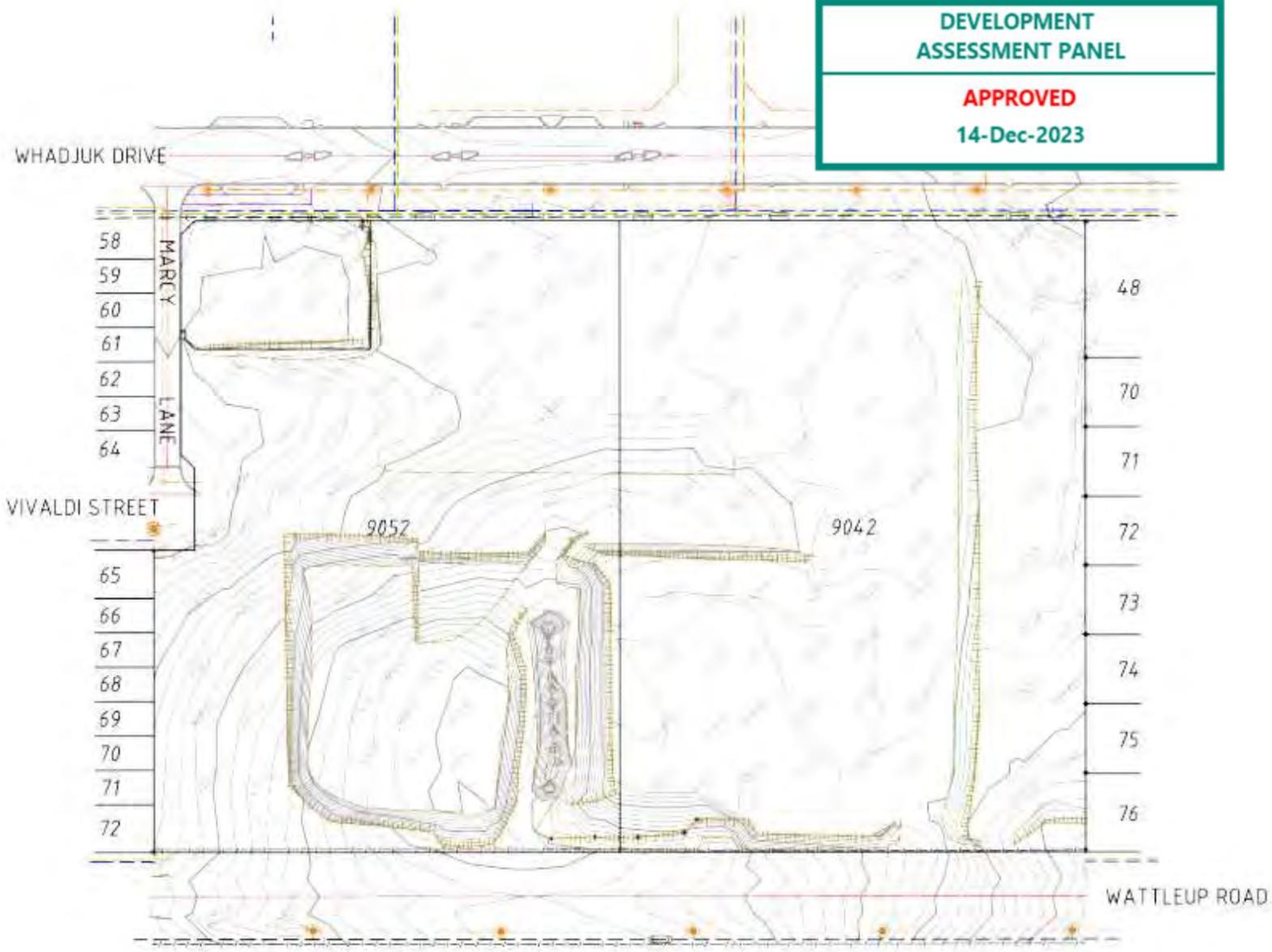


KEY PLAN

- LEGEND**
- MAJOR CONTOUR
 - MINOR CONTOUR
 - TAXIWAY BOUNDARY
 - CENTRELINE ROAD
 - WILSON ROAD EDGE
 - KERB - BOTTOM
 - KERB - TOP
 - FOOTPATH - EDGE
 - FENCE
 - WALL - BASE
 - BANK - TOE
 - BANK - TOP
 - WEDGE
 - DIAL BEFORE / DIAL BEYOND
 - DBYD - MAIN
 - DBYD - POWER/TELECOM
 - DBYD - WATER
 - DBYD - TELECOMMUNICATION
 - DBYD - WATER
 - SEWER MANHOLE - EDGE
 - COMMS PIT CENTRE
 - ELECTRICAL COLUMNS
 - LIGHT POLE POINT
 - POWER POLE
 - SOIL - EDGE
 - DRAINAGE MANHOLE EDGE
 - GPE ENTRY PIT EDGE
 - HYDRANT (GROUND)
 - NATURAL SURFACE SPOT HEIGHT
 - DECK - KERO SPOT HEIGHT
 - RAMP
 - SGN - MULTIPLE POLES

**DEVELOPMENT
ASSESSMENT PANEL**

APPROVED
14-Dec-2023



NOTES

This plan has been prepared for the client and should not be used for any other purpose without the written consent of Veris.

Underground services information located from DBYD BEFORE / DIAL BEYOND is valid for 14 days from approval on file. This information is for indicative purposes only. Lifting of covers and excavation should be done to accurately identify location and location of services.

Flow to the commencement of any work should not be undertaken until the location of underground services.

Site is unexcavated, some work may be required for the site only.

Levels are based on AHD.

This plan is an 'As-Is' condition of the site.



Client: AISLE ROYAL

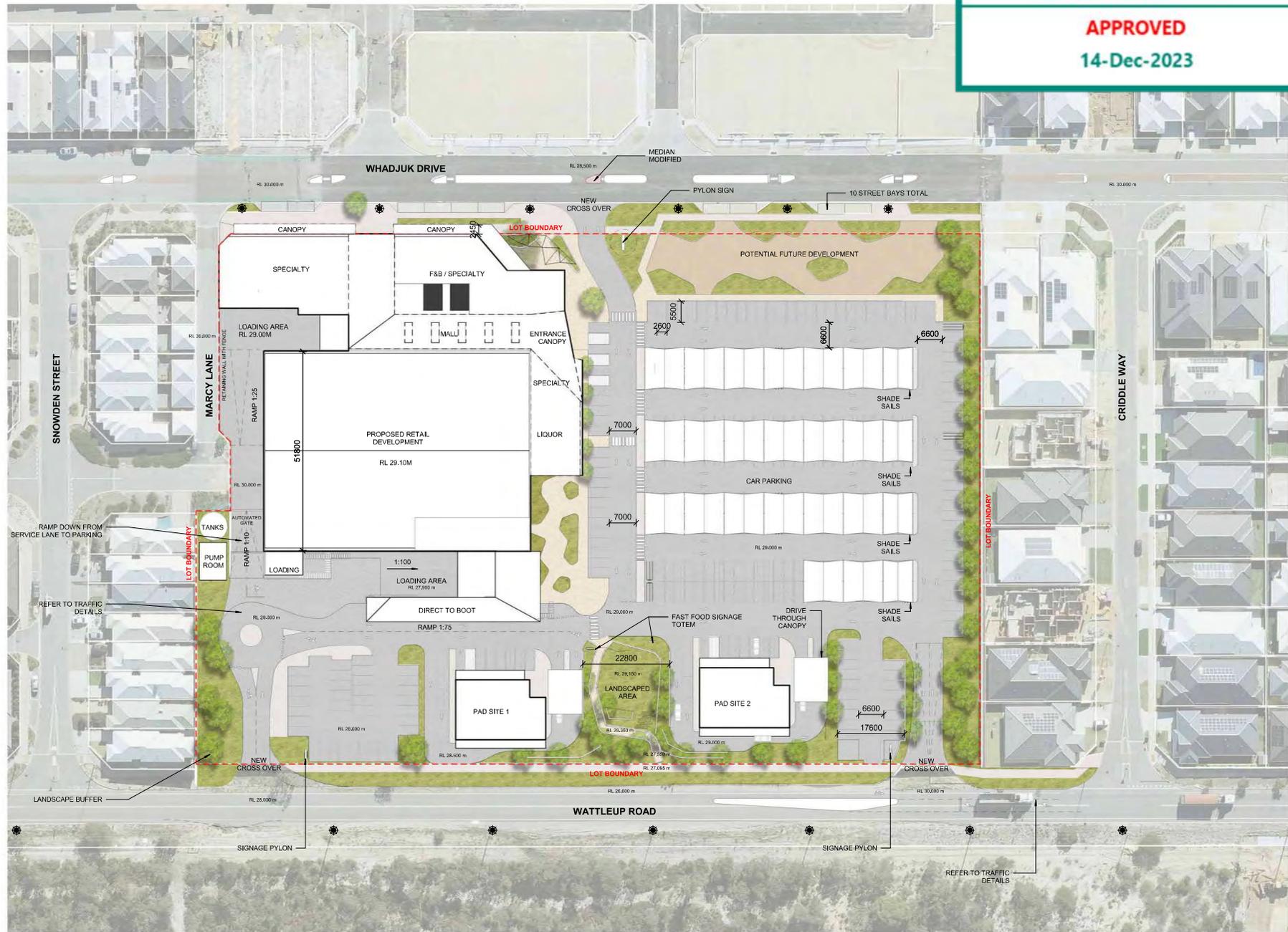
Surveyed By: SP Survey Date: 01/11/2021

Drawn By: MB Drawn Date: 02/11/2021

Approved By: DG



CONTOUR AND FEATURE SURVEY
PART LOTS 9042 & 9052 ON DP420134
WHADJUK DRIVE
HAMMOND PARK



1 SITE PLAN
A400/ 1:500

DEVELOPMENT ASSESSMENT PANEL

APPROVED
14-Dec-2023

SUMMARY

6,004m²
3,740m²
206m²
109m²
143m²
80m²
80m²
81m²
80m²
85m²
484m²
84m²
84m²
148m²
300m²
300m²

B1.1
B1.2
B1.3
B1.4
B1.5
B1.6
B1.7
B1.8
B1.9
B1.10
B1.11
B2
B3

CAR PARKING PROVIDED

370 BAYS
348 BAYS
6 BAYS
6 BAYS
10 BAYS

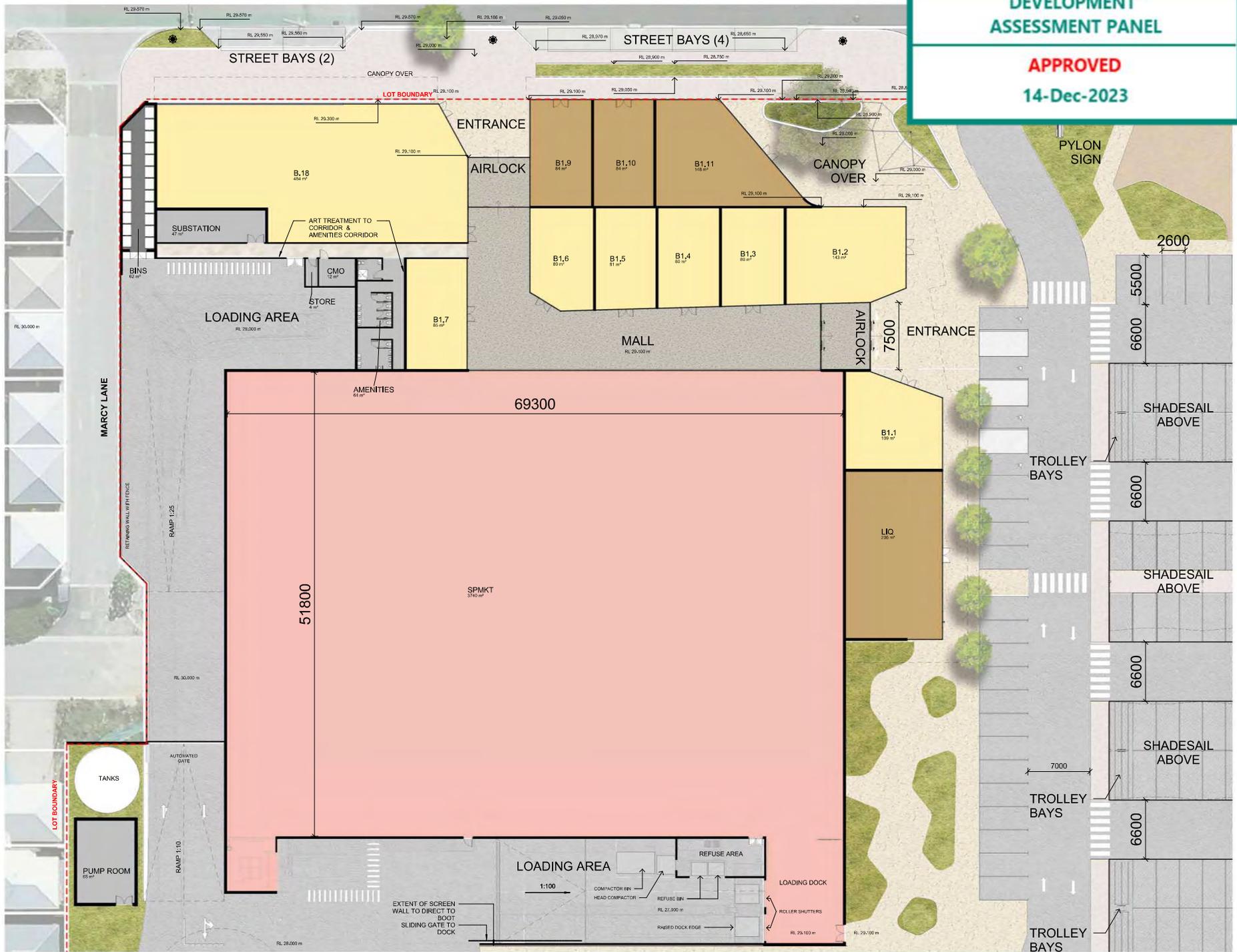
STANDARD BAYS
ACROD BAYS
DIRECT TO BOOT
STREET PARKING

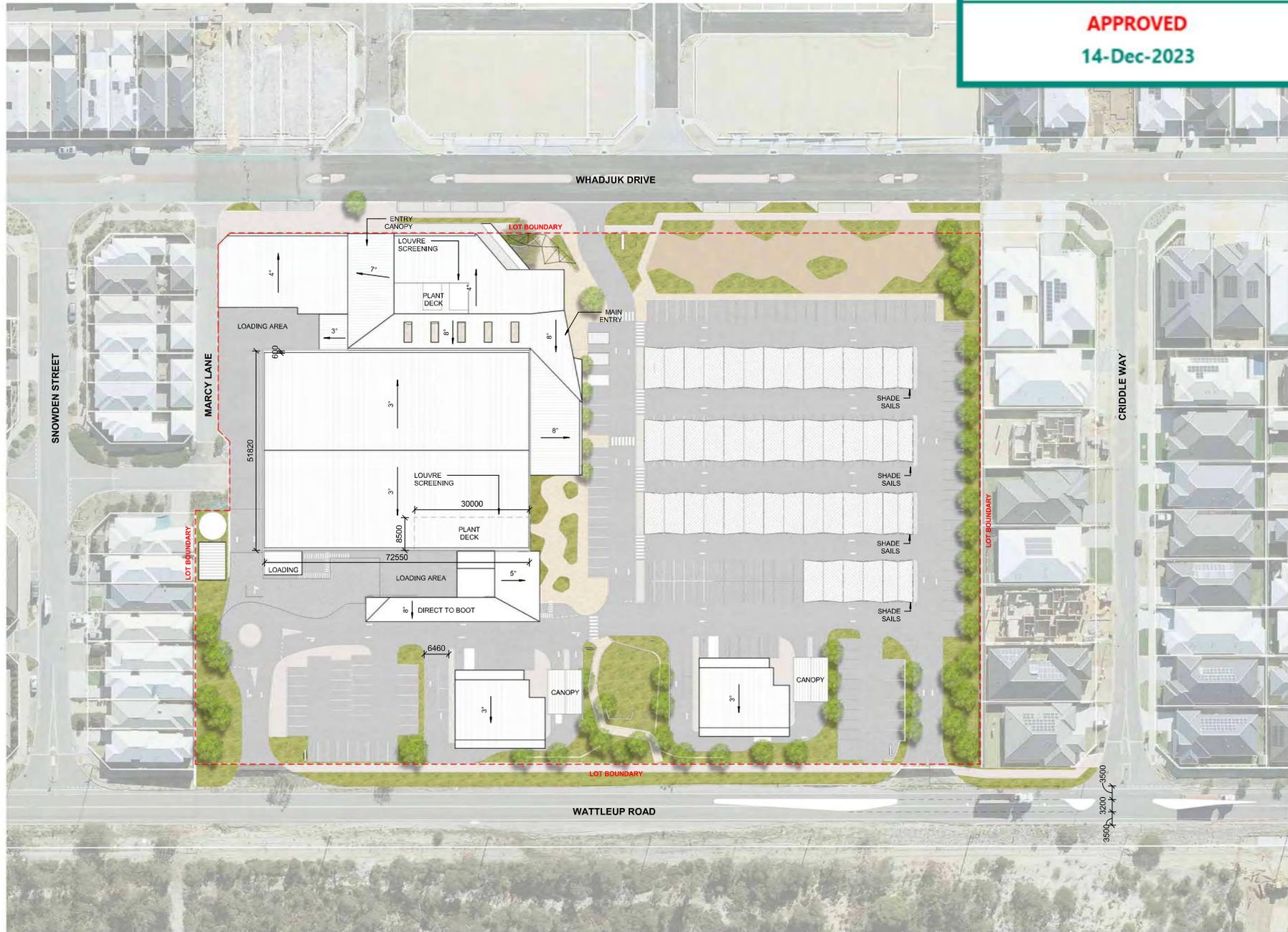


1 GROUND FLOOR PLAN
A4007 1:500

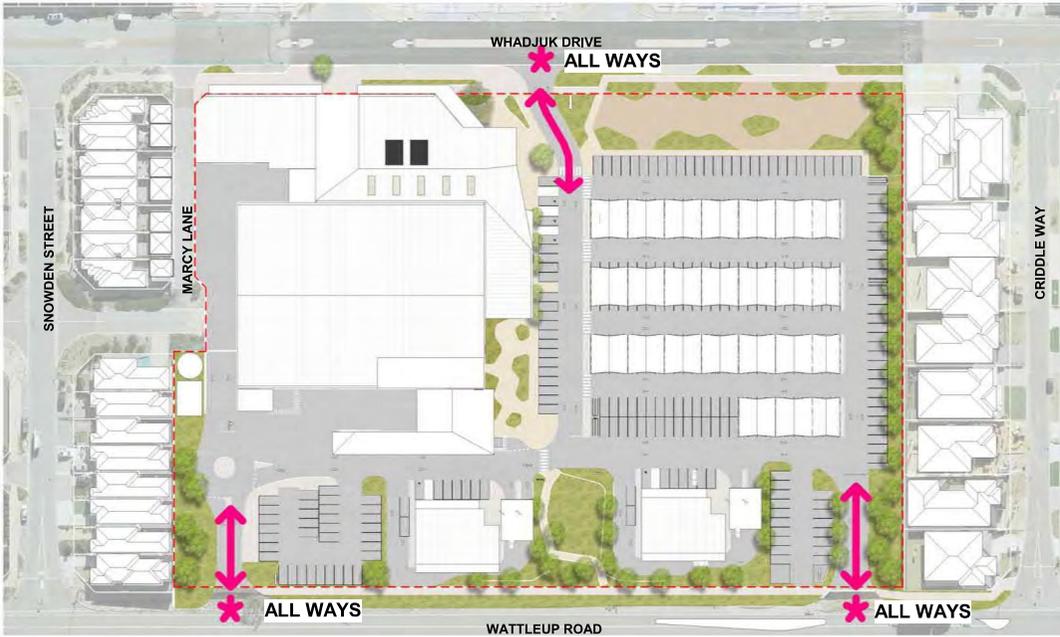
DEVELOPMENT ASSESSMENT PANEL

APPROVED
14-Dec-2023

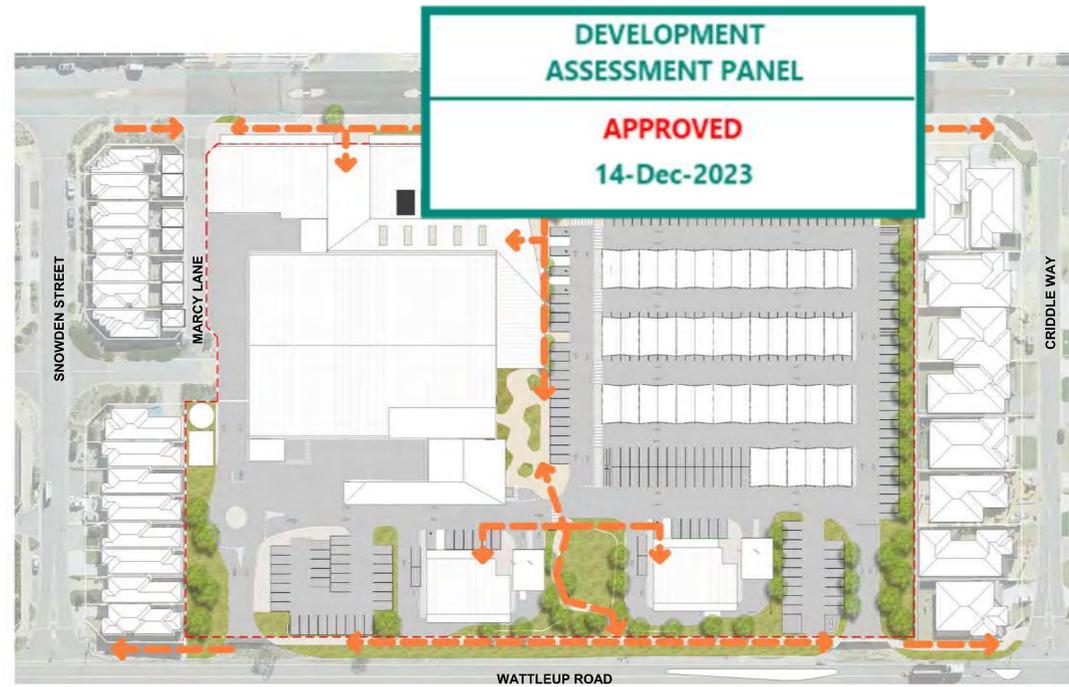




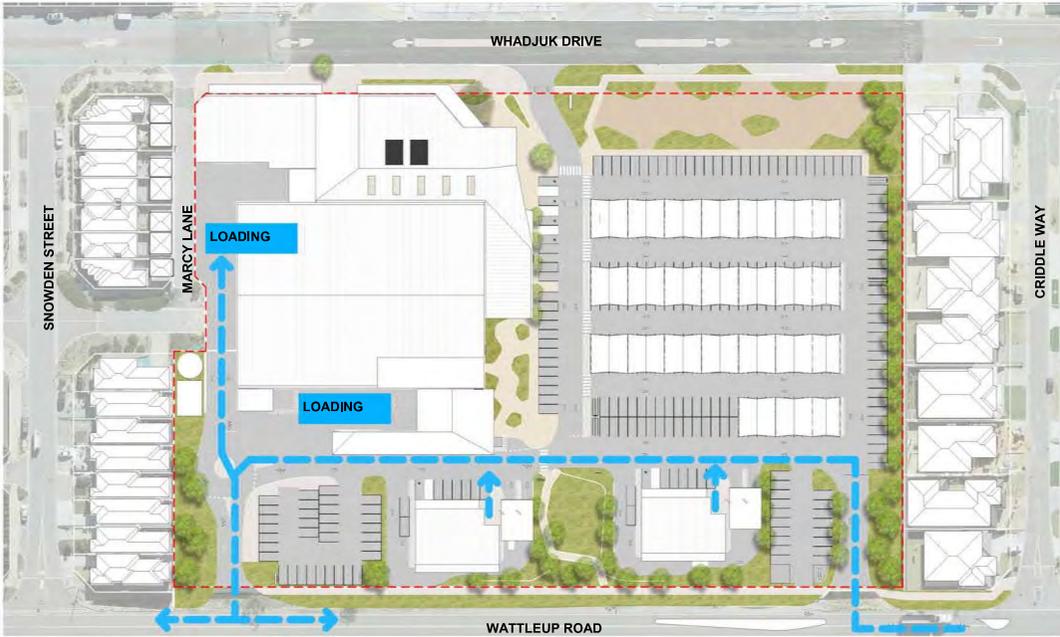
ROOF PLAN
1:500



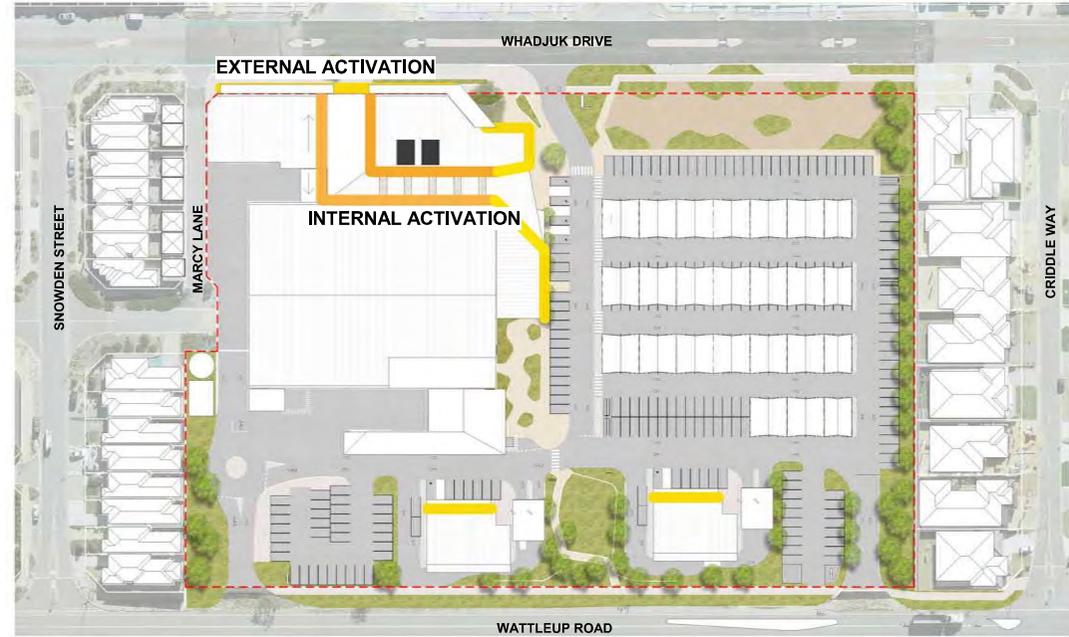
SITE ACCESS



PEDESTRIAN LINKAGE



SERVICE & LOADING STRATEGY



FRONTAGE ACTIVATION

DEVELOPMENT ASSESSMENT PANEL

APPROVED
14-Dec-2023



1 ELEVATION 1 - EAST
A513 1:200



2 ELEVATION 2 - SOUTH
D109 1:200



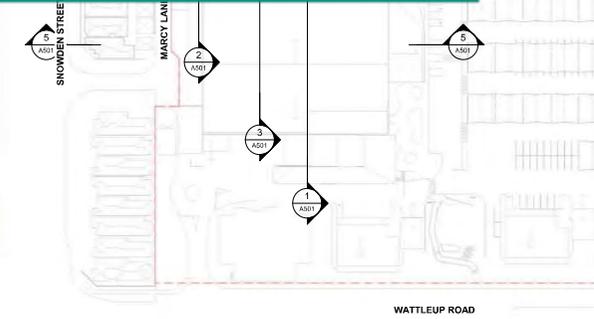
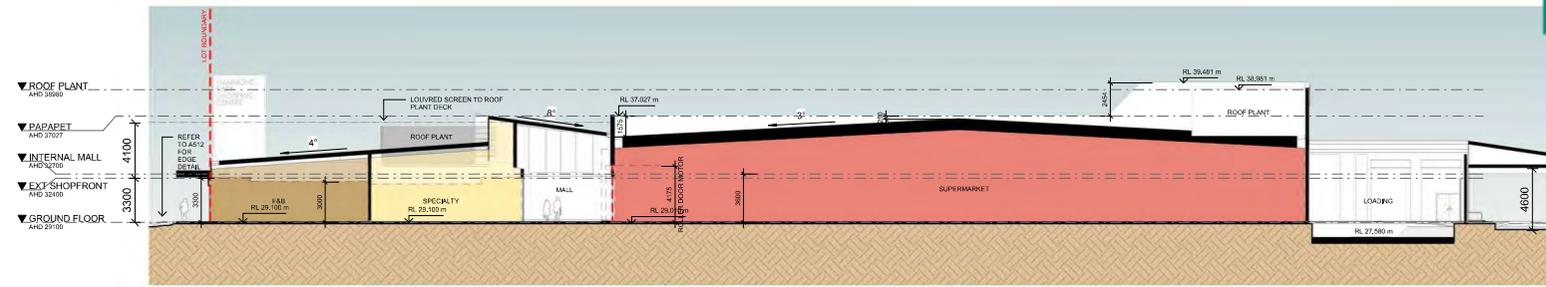
3 ELEVATION 3 - NORTH
D109 1:200



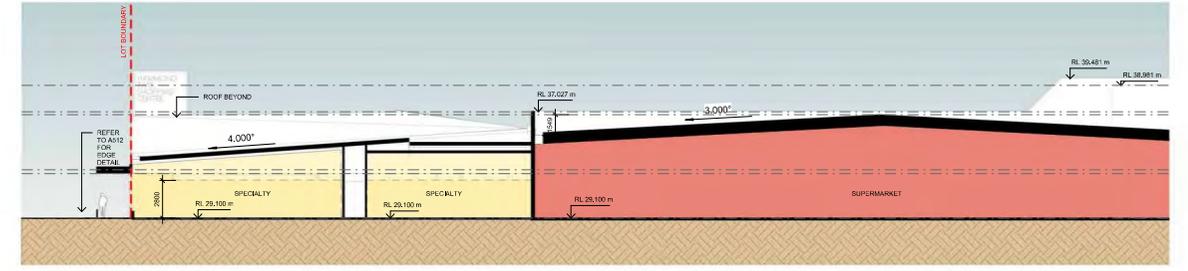
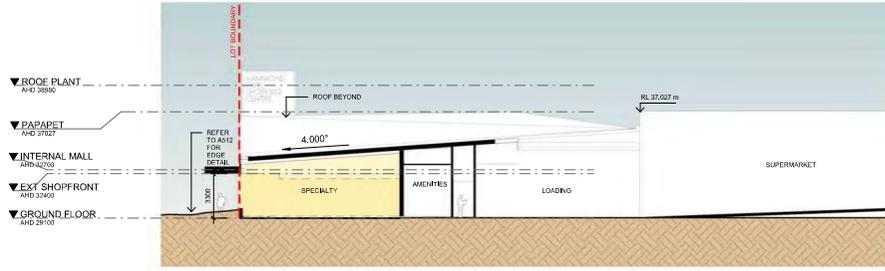
4 ELEVATION 4 - WEST
A513 1:200

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
14-Dec-2023

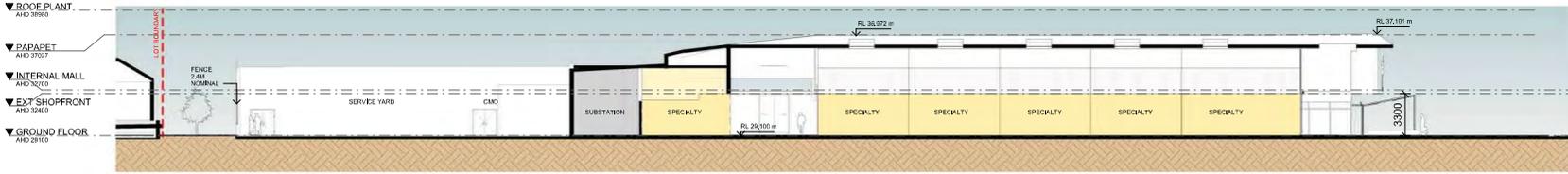


1 Section 1
1: 200

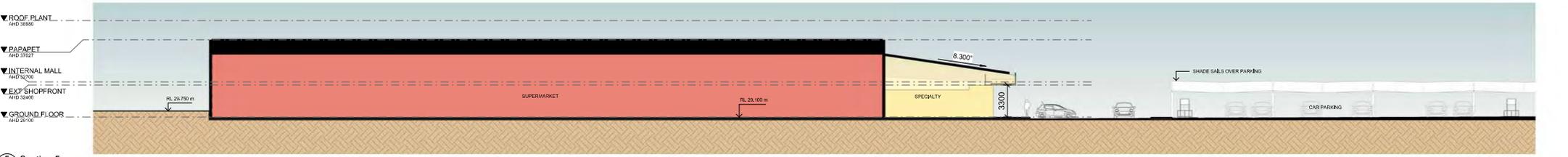


2 Section 2
A501 1: 200

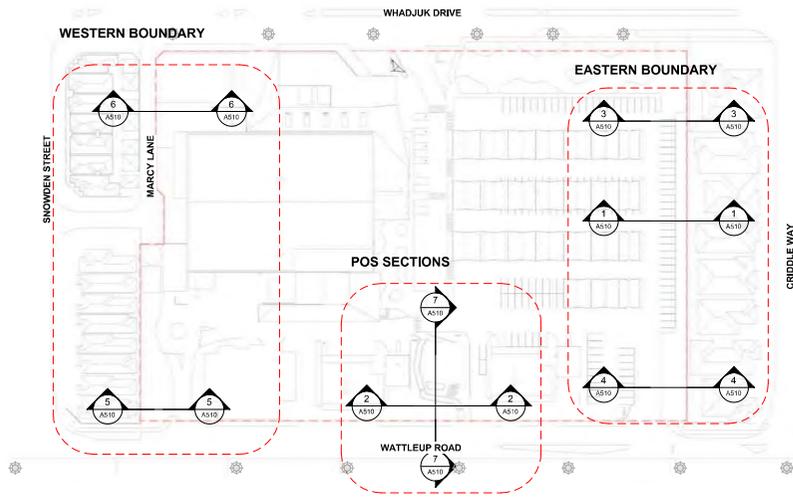
3 Section 3
A501 1: 200



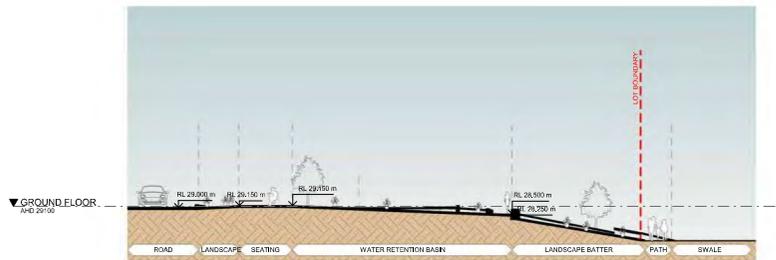
4 Section 4
A501 1: 200



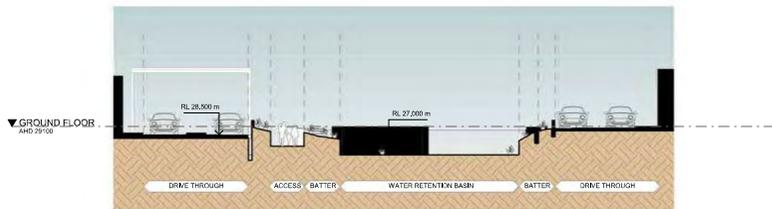
5 Section 5
A501 1: 200



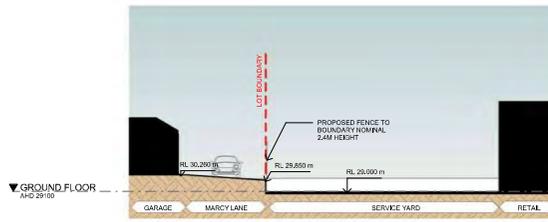
SITE DIAGRAM - SECTION LOCATIONS
1:1000



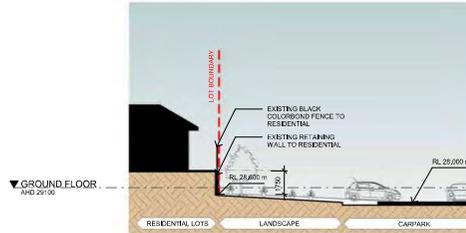
7 SECTION THROUGH POS (NORTH - SOUTH)
AS10 1:200



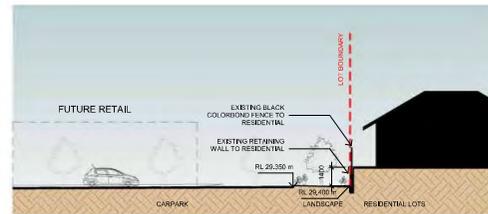
2 SECTION THROUGH POS (EAST - WEST)
AS10 1:200



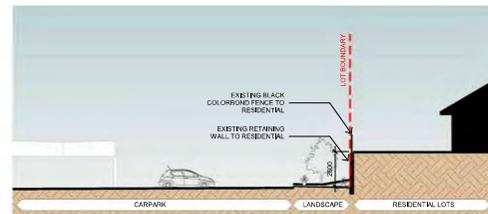
6 WESTERN BOUNDARY SECTION A
AS10 1:200



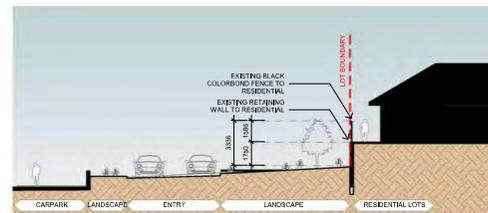
5 WESTERN BOUNDARY SECTION B
AS10 1:200



3 EASTERN BOUNDARY SECTION A
AS10 1:200



1 EASTERN BOUNDARY SECTION B
AS10 1:200



4 EASTERN BOUNDARY SECTION C
AS10 1:200

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
14-Dec-2023

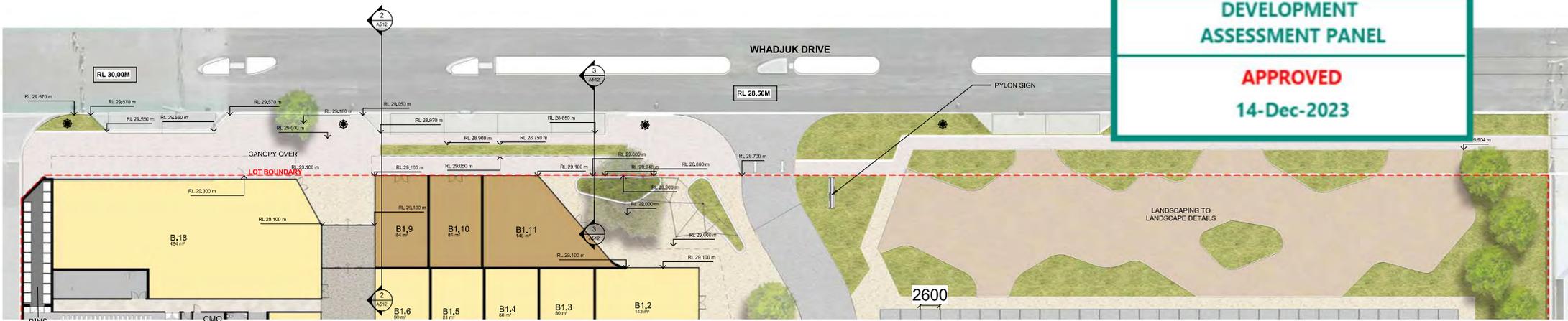
WATTLEUP ROAD BOUNDARY LOOKING WEST



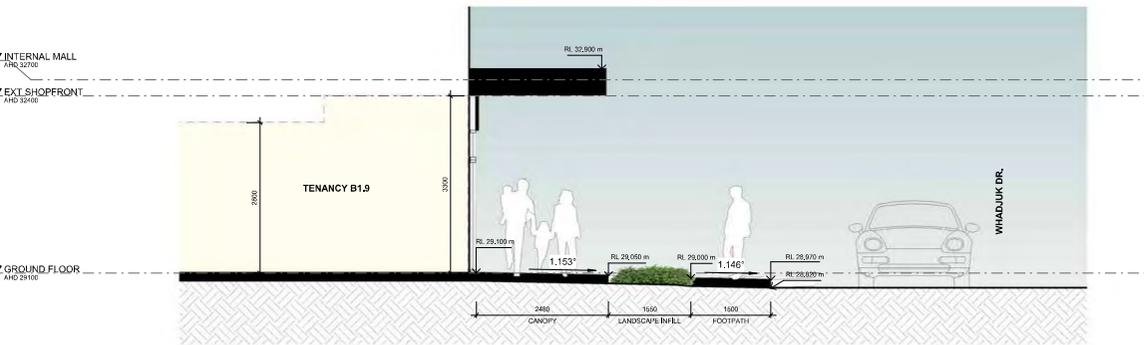
WATTLEUP ROAD BOUNDARY LOOKING EAST

**DEVELOPMENT
ASSESSMENT PANEL**

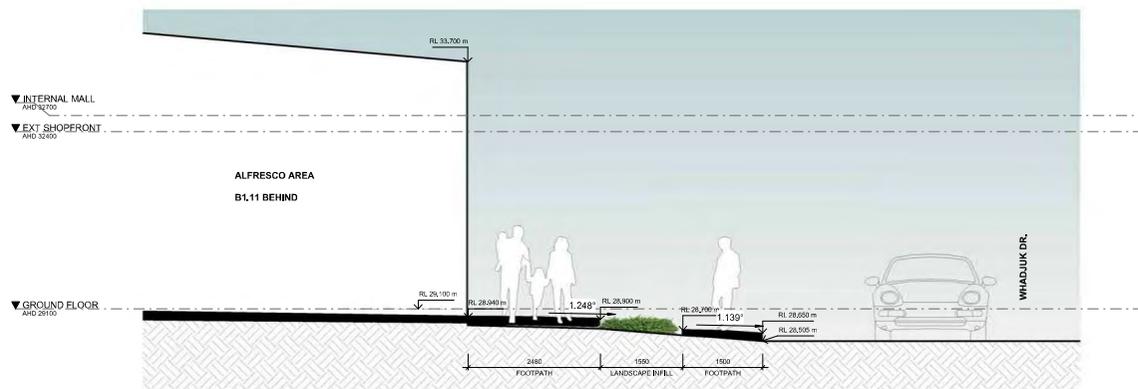
APPROVED
14-Dec-2023



1 NW PRECINCT PLAN LANDSCAPE
A500 1:250



2 NW SECTION A
A512 1:50



3 NW SECTION B
A512 1:50



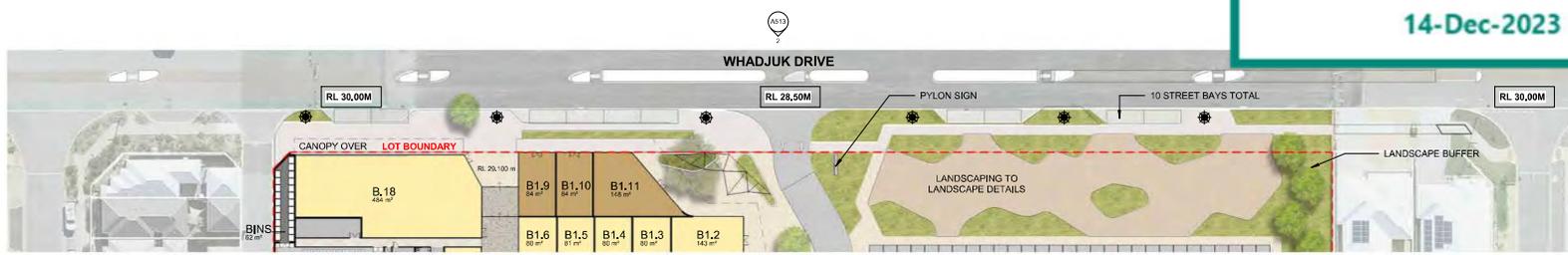
1. WHADJUK DRIVE STREET INTERFACE



KEY PLAN



2. WHADJUK DRIVE STREET INTERFACE



1 NORTH STREETScape PLAN
A400 1:500



2 NORTH STREETScape ELEVATION
A513 1:500

From: "Development Assessment Panels" <daps@dplh.wa.gov.au>
Sent: Mon, 19 Aug 2024 14:35:46 +0800
To: "Kris Kennedy" <kkennedy@aigleroyal.com.au>
Cc: "Tanya Wasley" <twasley@cockburn.wa.gov.au>; "Lucia Dunstan" <ldunstan@cockburn.wa.gov.au>; "Development Assessment Panels" <daps@dplh.wa.gov.au>
Subject: Determination | DAP/23/02556 | 9043, 9053 and 305 Whadjuk Drive, Hammond Park
Attachments: 20240819 - Determination - 9043, 9053 and 305 Whadjuk Drive, Hammond Park.pdf



External Email: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Good afternoon,

Please find attached the electronic determination letter and notice for the abovementioned application.

Kind regards,

Claire Ortlepp

Committee Support Officer | Development Assessment Panels Secretariat

Department of Planning, Lands and Heritage

140 William Street, Perth WA 6000

wa.gov.au/dplh | 6551 9919



Department of **Planning,
Lands and Heritage**



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Now it's easier to leave feedback on projects that may affect you. Visit haveyoursay.dplh.wa.gov.au today.

The Department of Planning, Lands and Heritage acknowledges Aboriginal people as the traditional custodians of Western Australia.

We pay our respects to the Ancestors and Elders, both past and present, and the ongoing connection between people, land, waters and community. We acknowledge those who continue to share knowledge, their traditions and culture to support our journey for reconciliation. In particular, we recognise land and cultural heritage as places that hold great significance for Aboriginal people.

Learn more about our [Reconciliation Action Plan](#).

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LG Ref: DAP24/005
DAP Ref: DAP/23/02556
Enquiries: (08) 6551 9919

Kris Kennedy
Aigle Royal Property
369 Newcastle Street
NORTHBRIDGE WA 6003

Dear Kris,

METRO OUTER DAP - CITY OF COCKBURN - DAP APPLICATION - DAP24/005 - DETERMINATION

Property Location:	9043, 9053 and 305 Whadjuk Drive, Hammond Park
Application Details:	Hammond Park Neighbourhood Centre
Amendment Details:	Form 2.1 - Minor alterations to entry mall

Thank you for your Form 2.1 Development Assessment Panel (DAP) application and plans submitted to the City of Cockburn on 20 June 2024 for the above-mentioned development.

The application was considered by the Metro Outer DAP at its meeting held on 15 August 2024, where in accordance with the provisions of the City of Cockburn Town Planning Scheme No. 3, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Tanya Wasley on behalf of the City of Cockburn on 09 9411 3444.

Yours sincerely,

DAP executive director

19 August 2024

Encl. DAP Determination Notice
Approved Plans
Cc: Tanya Wasley - City of Cockburn

Planning and Development Act 2005

City of Cockburn Town Planning Scheme No. 3

Metro Outer Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Property Location: 9043, 9053 and 305 Whadjuk Drive, Hammond Park

Application Details: Hammond Park Neighbourhood Centre

Amendment Details: Form 2.1 - Minor alterations to entry mall

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 15 August 2024, subject to the following:

1. **Accept** that the DAP Application reference DAP/23/02556 as detailed on the DAP Form 2 dated 20 June 2024 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** DAP Application reference DAP/23/02556 and accompanying plans (dated May 2024) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 3.4.2 of the City of Cockburn Town Planning Scheme No. 3, for the proposed minor amendment to the approved Hammond Park Neighbourhood Centre at 9043, 9053, and 305 Whadjuk Drive, subject to the following conditions:

New Conditions

1. This approval varies the previous approval DAP/23/02556 issued on 14 December 2023 to the extent of the works shown on the development plans hereby approved only. The conditions of DAP/23/02556 remain valid and continue to have effect.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

WATTLEUP ROAD NEIGHBOURHOOD CENTRE

DA SUBMISSION

MAY 2024



DEVELOPMENT APPLICATION - ARCHITECTURAL DRAWINGS

DRAWING LIST				
No.	Sheet Title	Current Revision	Current Revision Date	HS_Drawing_Status
A001	DRAWING LIST	L	31.05.2024	ISSUE FOR DA
A002	RENDER VIEWS	E	31.05.2024	ISSUE FOR DA
A003	RENDER VIEWS	E	31.05.2024	ISSUE FOR DA
A004	RENDER VIEWS	E	31.05.2024	ISSUE FOR DA
A005	RENDER VIEWS	D	31.05.2024	ISSUE FOR DA
A100	SITE SURVEY	A	11.08.2022	ISSUE FOR DA
A101	SITE PLAN	J	31.05.2024	ISSUE FOR DA
A220	GROUND FLOOR	M	31.05.2024	ISSUE FOR DA
A221	GROUND FLOOR	D	31.05.2024	ISSUE FOR DA
A230	ROOF PLAN	G	31.05.2024	ISSUE FOR DA
A231	SITE DIAGRAMS	E	31.05.2024	ISSUE FOR DA
A400	ELEVATIONS	E	31.05.2024	ISSUE FOR DA
A501	SECTIONS	E	31.05.2024	ISSUE FOR DA
A510	SECTIONS - SITE CONDITIONS	E	31.05.2024	ISSUE FOR DA
A512	NW PRECINCT - SKETCH SECTIONS	C	31.05.2024	ISSUE FOR DA
A513	NORTH STREETScape	C	31.05.2024	ISSUE FOR DA
A900	SIGNAGE SIGHTLINES	E	31.05.2024	ISSUE FOR DA
A901	SIGNAGE PLAN	D	31.05.2024	ISSUE FOR DA
A902	SIGNAGE ELEVATIONS	C	31.05.2024	ISSUE FOR DA
A903	SIGNAGE SCHEDULE	E	31.05.2024	ISSUE FOR DA
A904	MATERIAL SCHEDULE (1)	D	31.05.2024	ISSUE FOR DA
A905	MATERIAL SCHEDULE (2)	D	31.05.2024	ISSUE FOR DA

DEVELOPMENT SUMMARY

RETAIL AREA (GLAR)

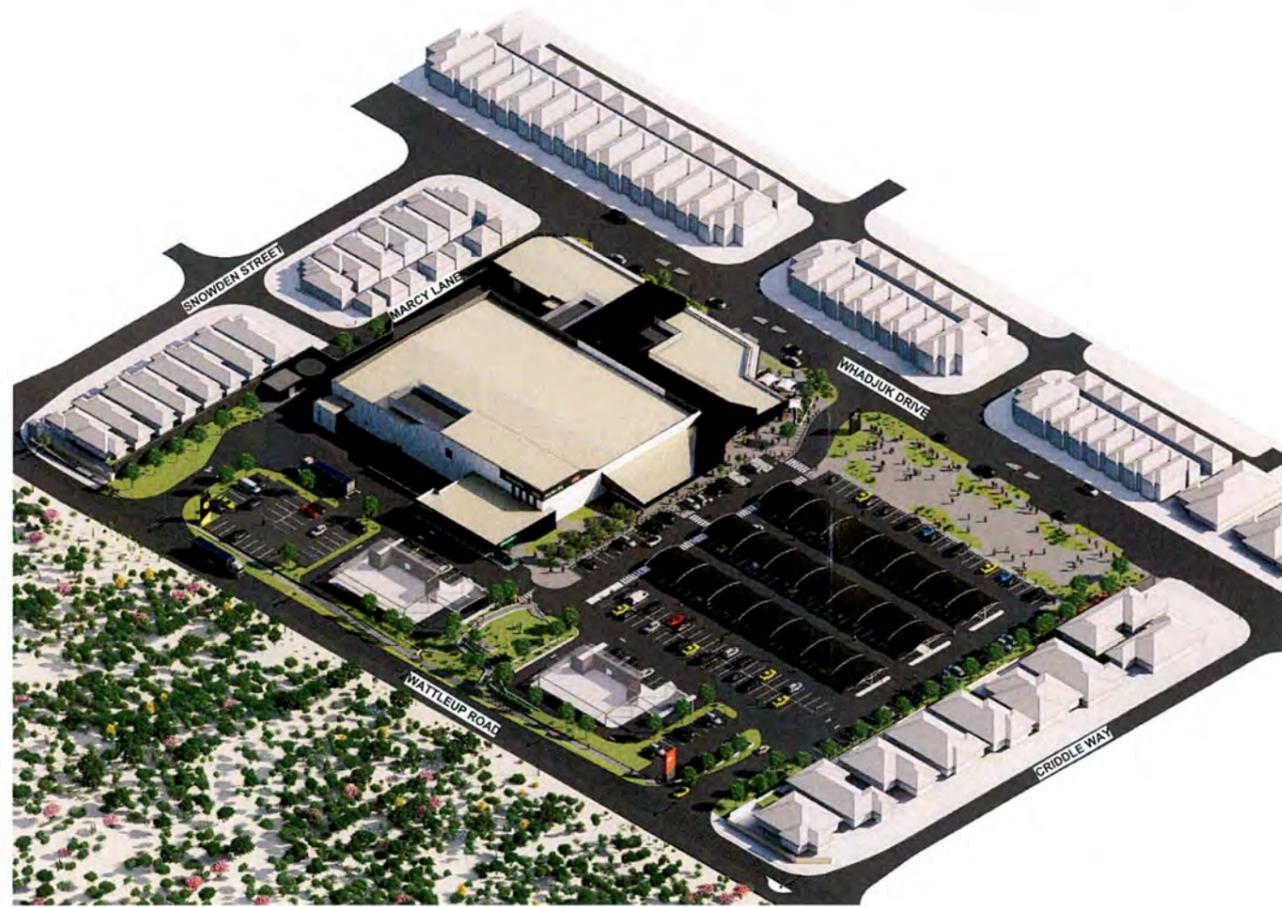
TOTAL:	6,039m ²
SUPERMARKET	3,824m ²
LIQUOR	206m ²
SPECIALTY	1,093m ²
F&B	316m ²
FAST FOOD	600m ²

PARKING SUMMARY

TOTAL:	365 BAYS
STANDARD	344 BAYS
ACROD	4 BAYS
PRAM BAYS	3 BAYS
DIRECT TO BOOT	4 BAYS
STREET PARKING	10 BAYS

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
15-Aug-2024



1. NORTH-WEST AERIAL VIEW OF CENTRE



2. SOUTH-WEST AERIAL VIEW OF CENTRE

**DEVELOPMENT
ASSESSMENT PANEL**

APPROVED

15-Aug-2024



KEY PLAN



3. VIEW OF EASTERN ENTRY

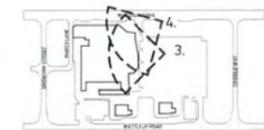


4. VIEW OF EASTERN ELEVATION

**DEVELOPMENT
ASSESSMENT PANEL**

APPROVED

15-Aug-2024



KEY PLAN



5. VIEW OF FOOD & BEVERAGE (NORTH ENTRY)



6. VIEW OF WHADJUK DRIVE RETAIL ENTRY

**DEVELOPMENT
ASSESSMENT PANEL**

APPROVED

15-Aug-2024



KEY PLAN



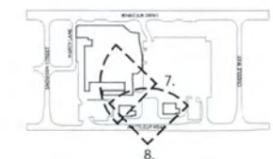
7. VIEW OF DIRECT TO BOOT



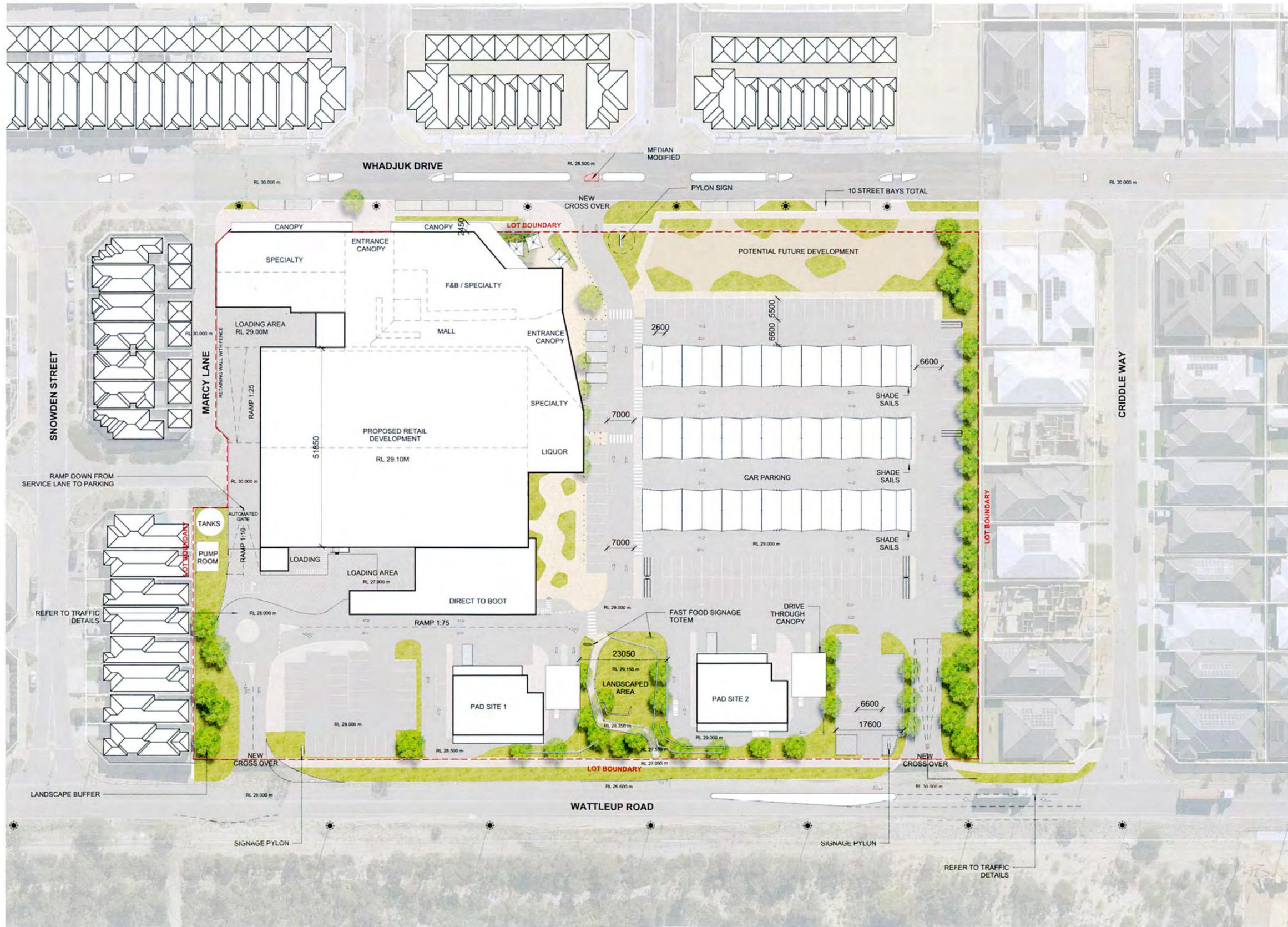
8. VIEW OF FEATURE LANDSCAPE

**DEVELOPMENT
ASSESSMENT PANEL**

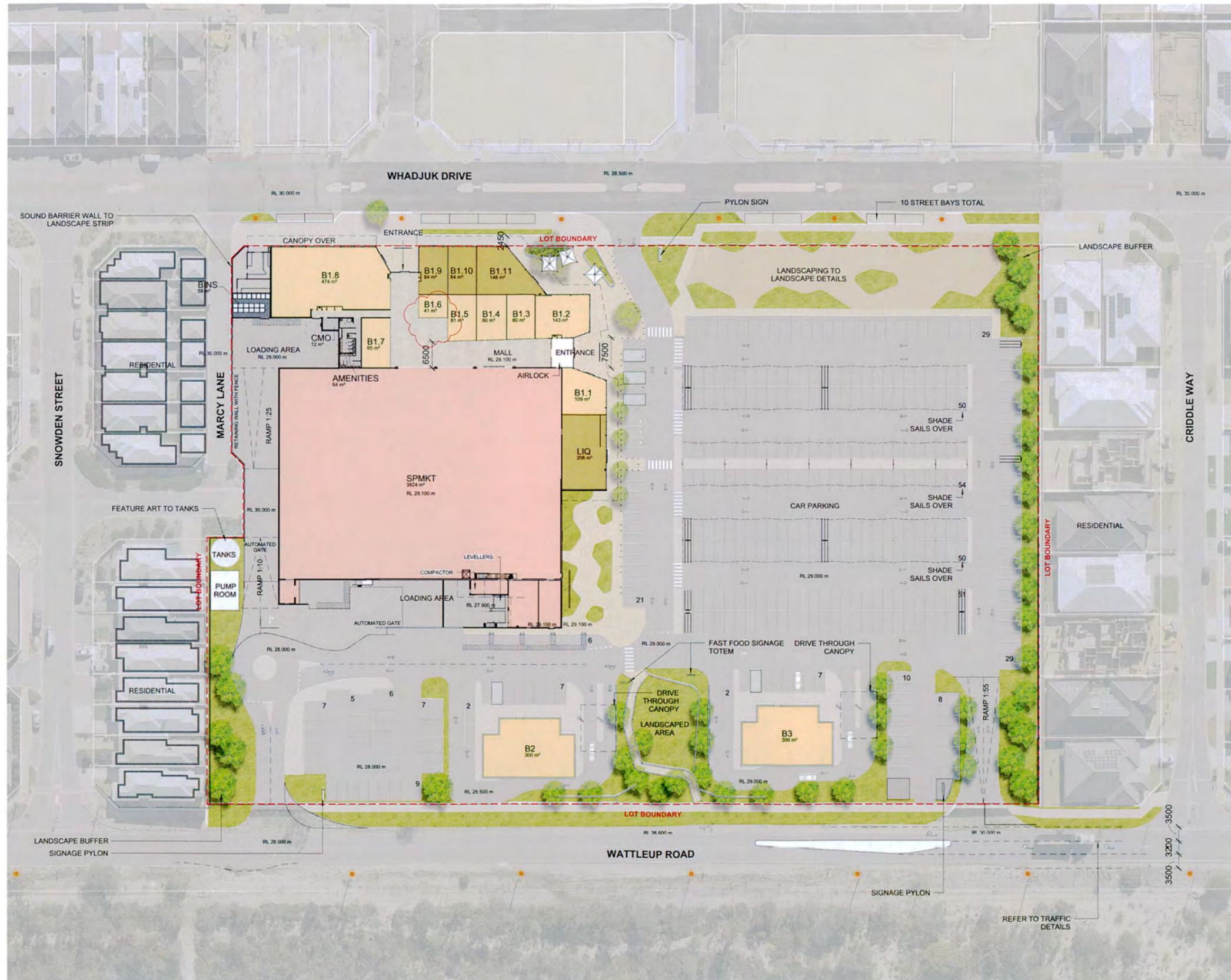
APPROVED
15-Aug-2024



KEY PLAN



DEVELOPMENT ASSESSMENT PANEL
APPROVED
15-Aug-2024



DEVELOPMENT SUMMARY

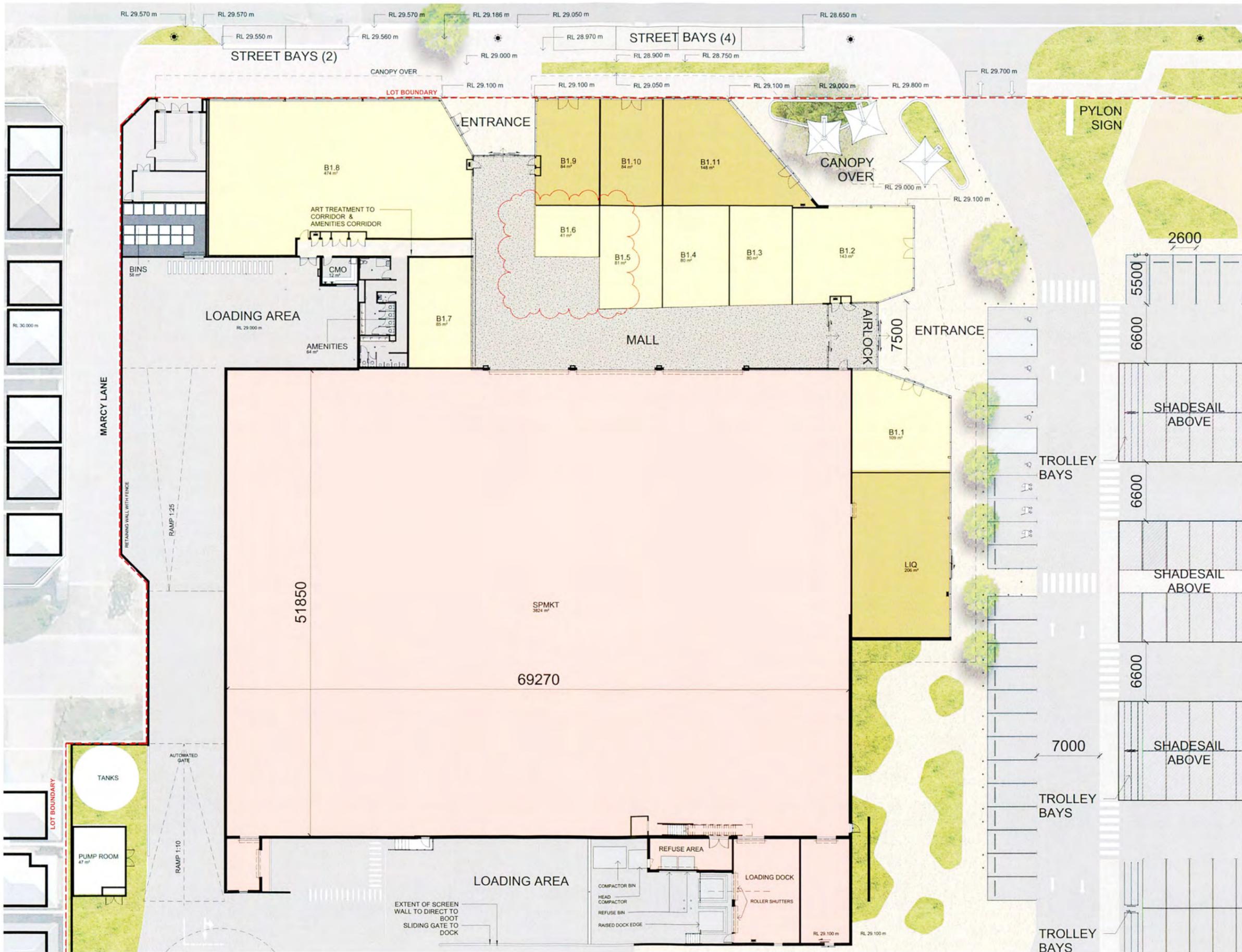
RETAIL AREA (GLAR)	6,039m ²
SPMKT	3,824m ²
LIQ	206m ²
B1.1	109m ²
B1.2	143m ²
B1.3	80m ²
B1.4	80m ²
B1.5	81m ²
B1.6	41m ²
B1.7	85m ²
B1.8	474m ²
B1.9	84m ²
B1.10	84m ²
B1.11	148m ²
B2	300m ²
B3	300m ²

CAR PARKING PROVIDED

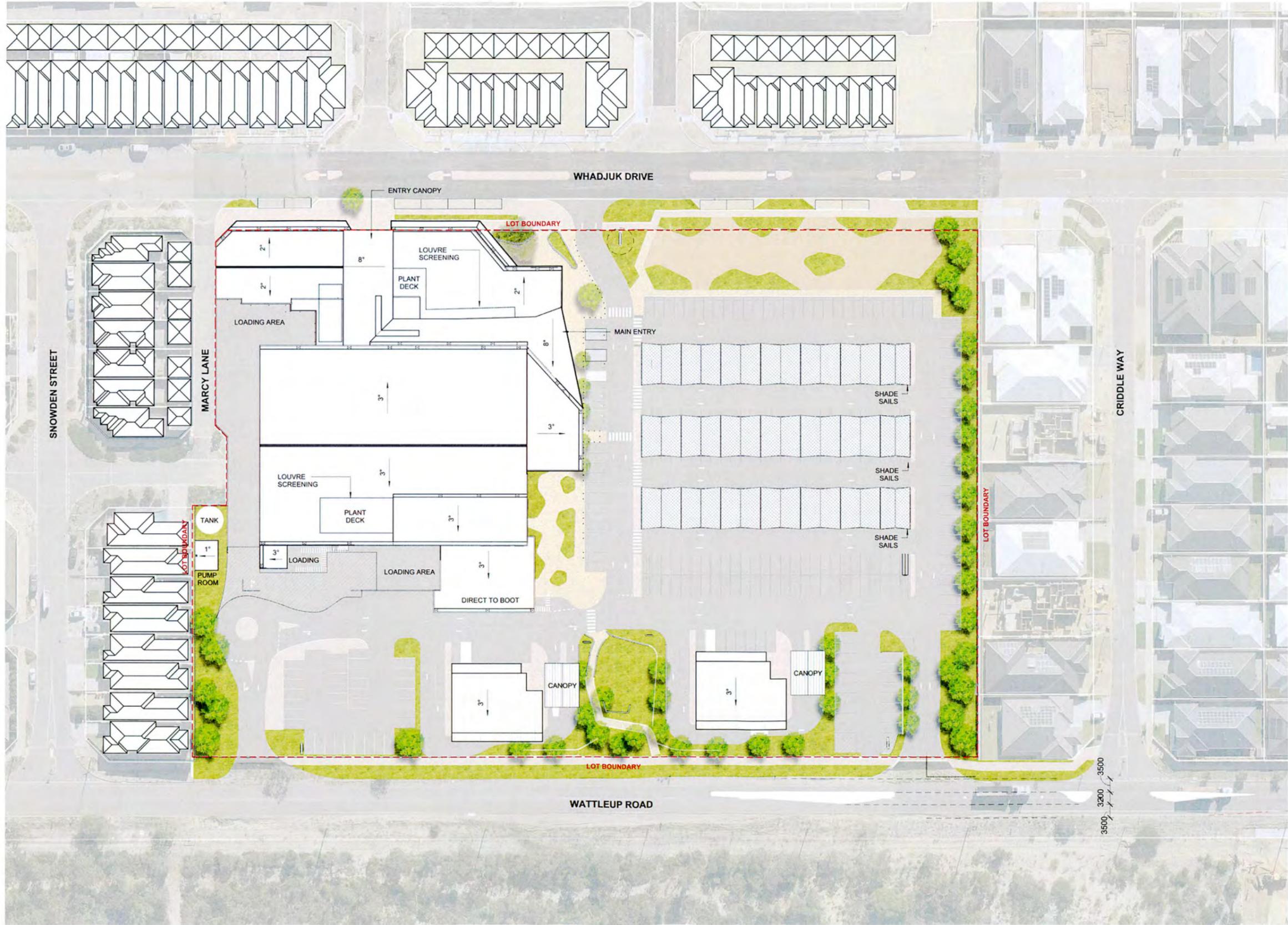
PROVIDED	365 BAYS
STANDARD BAYS	344 BAYS
ACROD BAYS	4 BAYS
PRAM BAYS	3 BAYS
DIRECT TO BOOT	4 BAYS
STREET PARKING	10 BAYS

DEVELOPMENT ASSESSMENT PANEL
APPROVED
15-Aug-2024

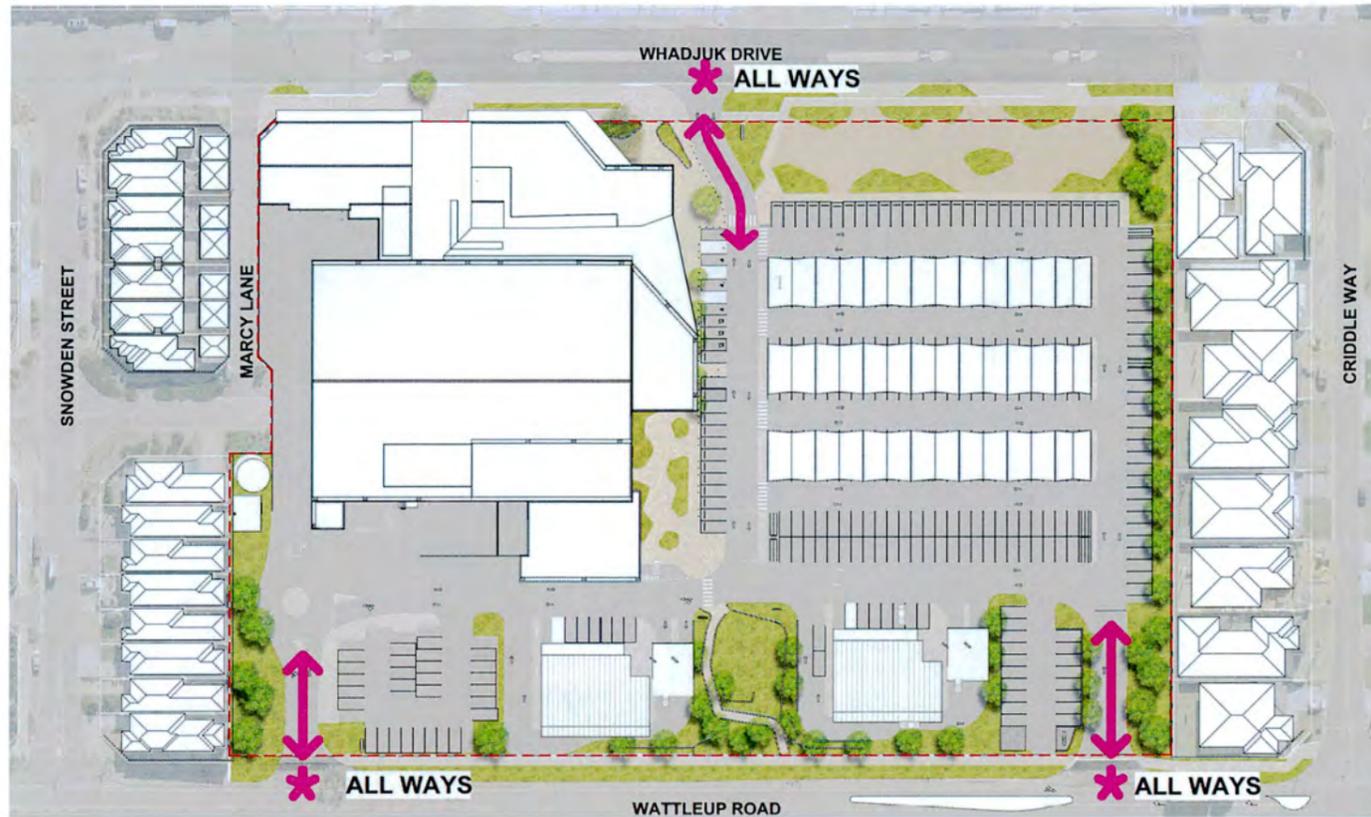
1 GROUND FLOOR PLAN
A400 1:500



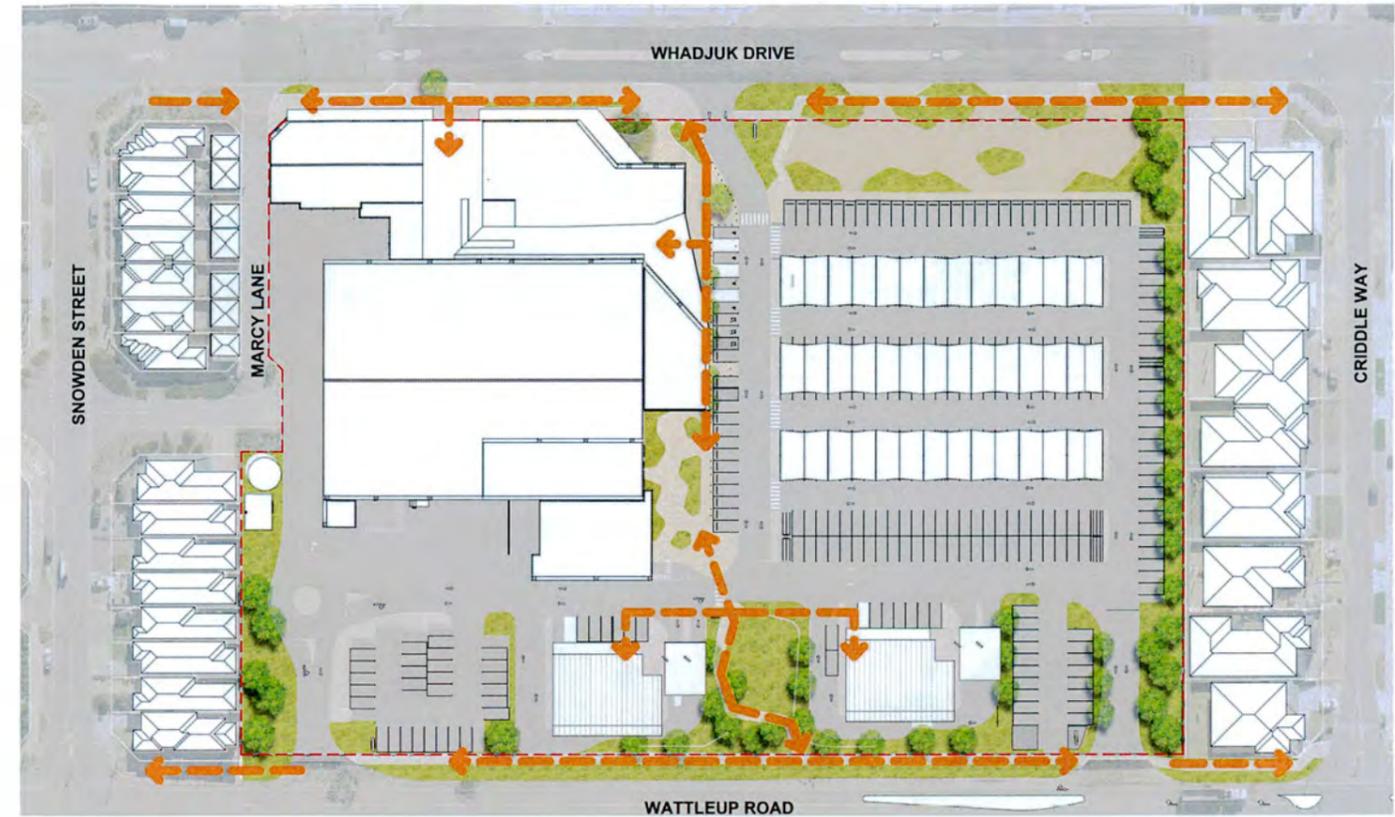
DEVELOPMENT ASSESSMENT PANEL
APPROVED
15-Aug-2024



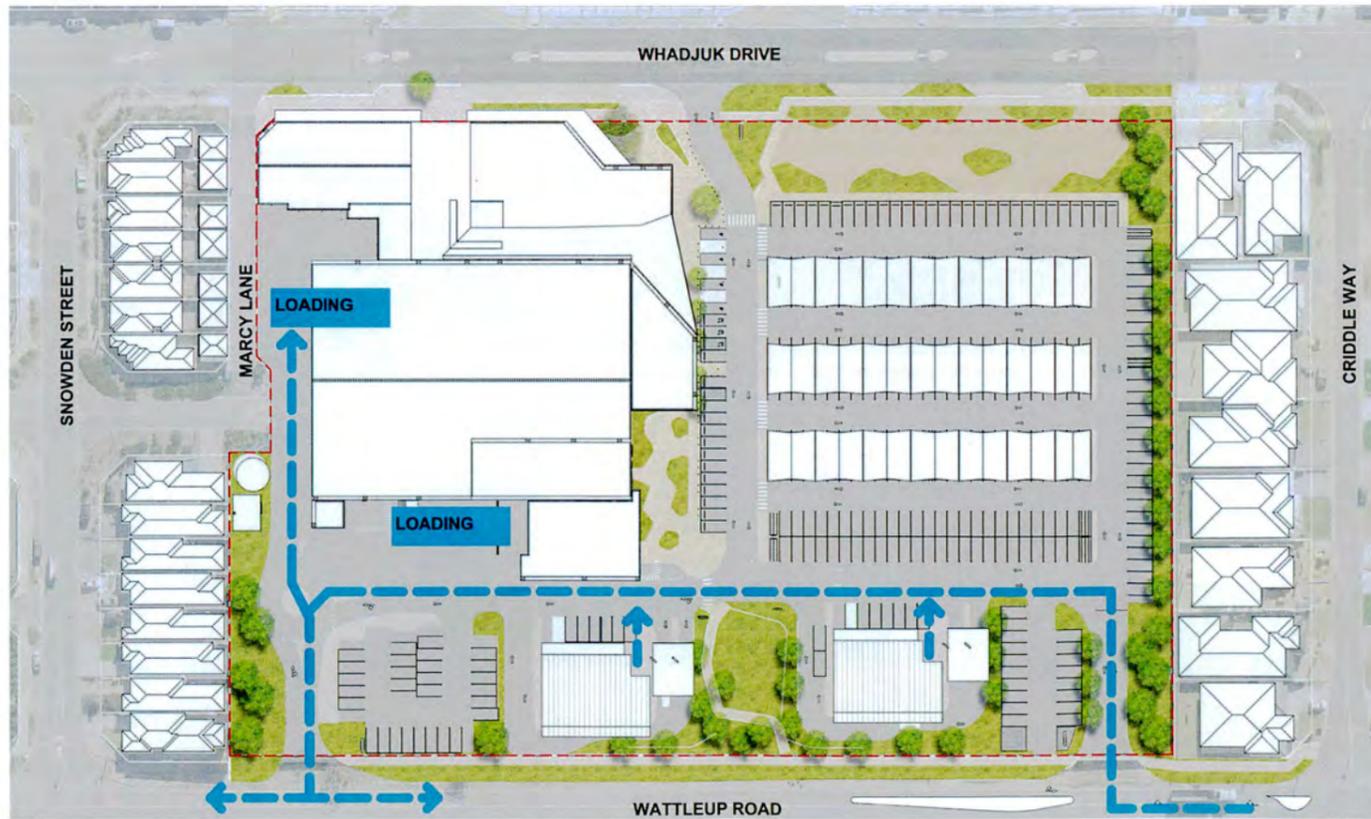
**DEVELOPMENT
ASSESSMENT PANEL**
APPROVED
15-Aug-2024



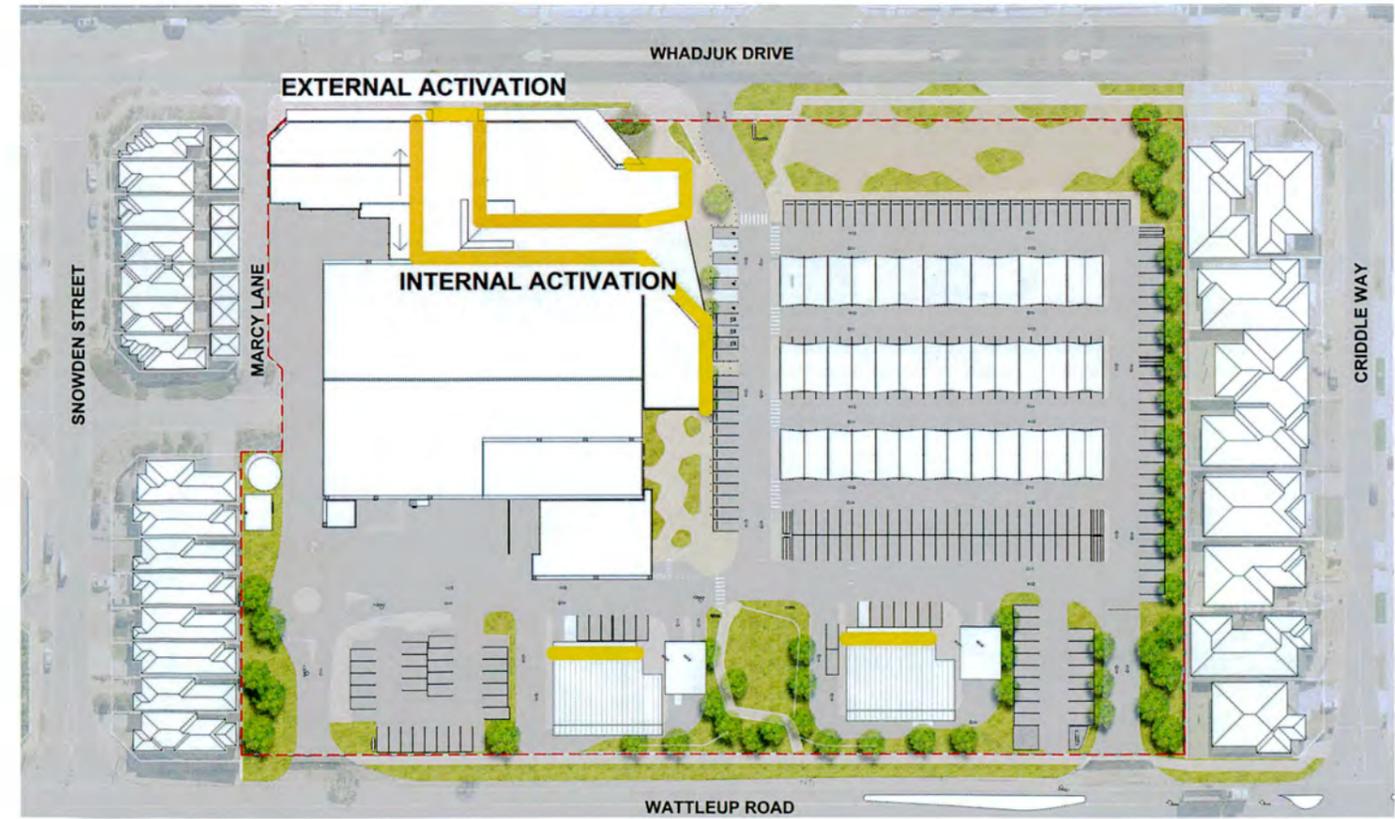
SITE ACCESS



PEDESTRIAN LINKAGE



SERVICE & LOADING STRATEGY



FRONTAGE ACTIVATION

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
15-Aug-2024

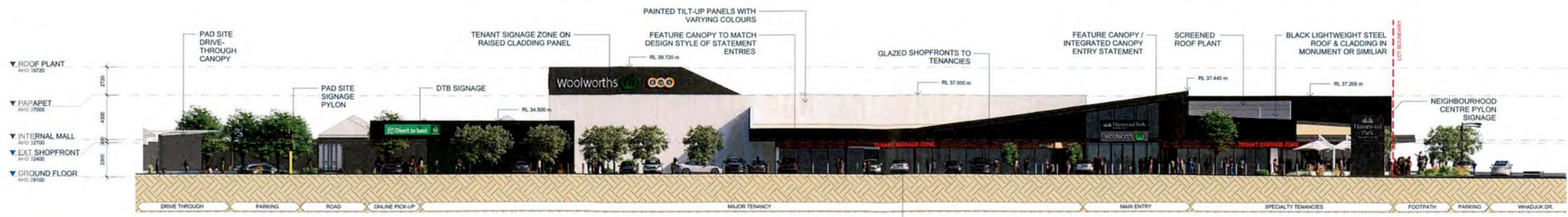
ISSUE FOR DA
C:\Users\l.trevaskis\Documents\Revit 2022 User Files\44459 -
Wattleup Rd Neighbourhood Centre_SITE_detached_Revit
2022\L.Trevaskis.rvt

Scale: 1:200 @ A1
0 16
© Hames Sharley:



Project Number: 44459
Drawing Number: A231
Revision: E
Date: 31.05.2024

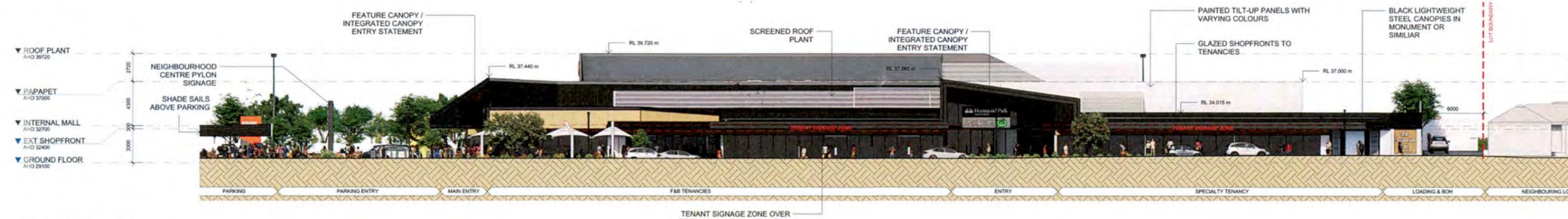
Hames Sharley



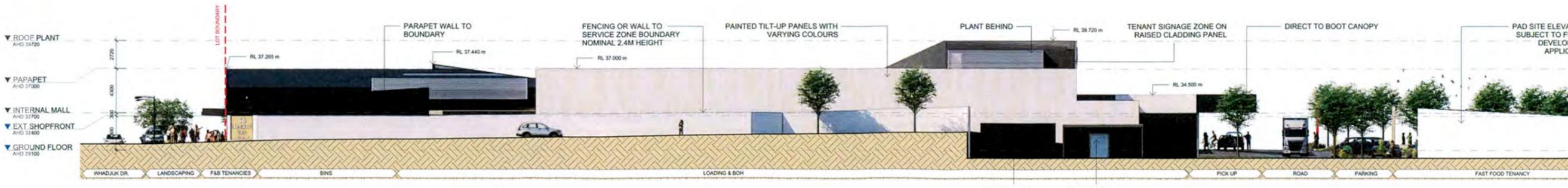
1 ELEVATION 1 - EAST
A513 1:200



2 ELEVATION 2 - SOUTH
SD100 1:200



3 ELEVATION 3 - NORTH
SD100 1:200



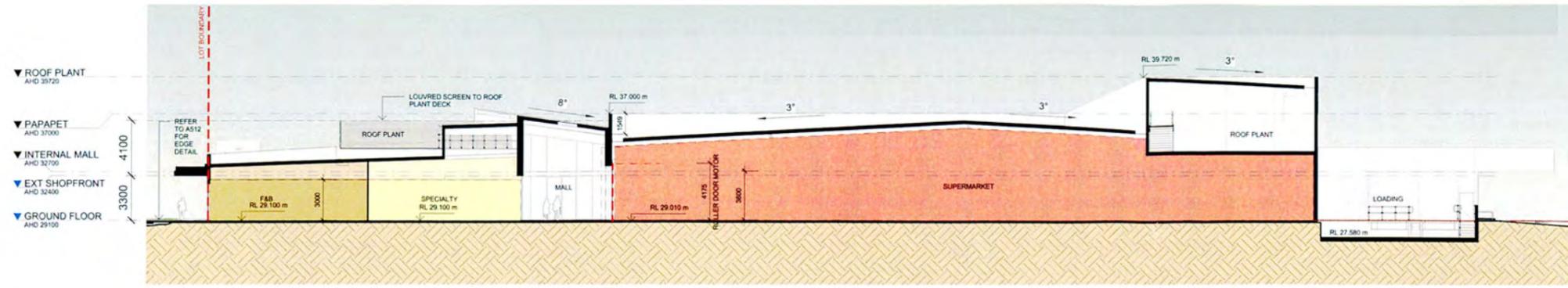
4 ELEVATION 4 - WEST
A513 1:200

**DEVELOPMENT
ASSESSMENT PANEL**

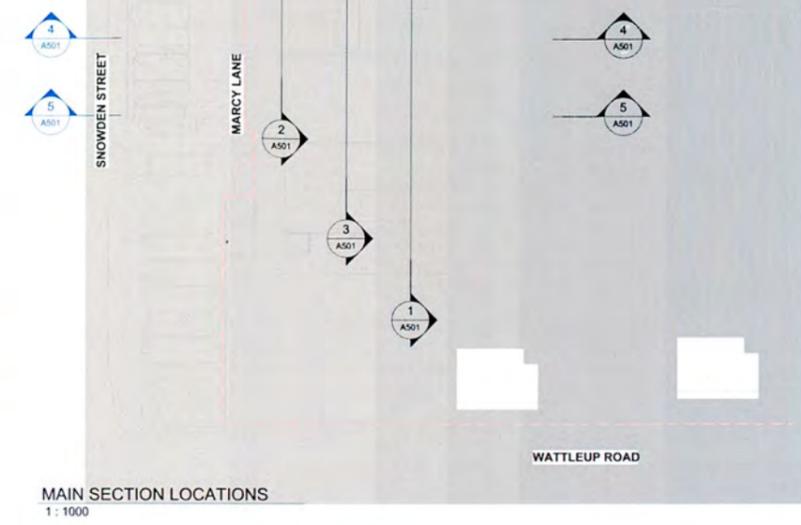
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**DEVELOPMENT
ASSESSMENT PANEL**

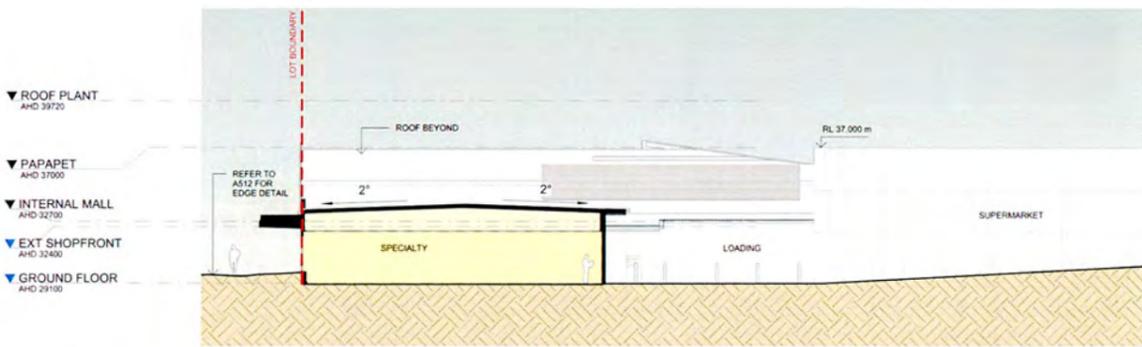
APPROVED
15-Aug-2024



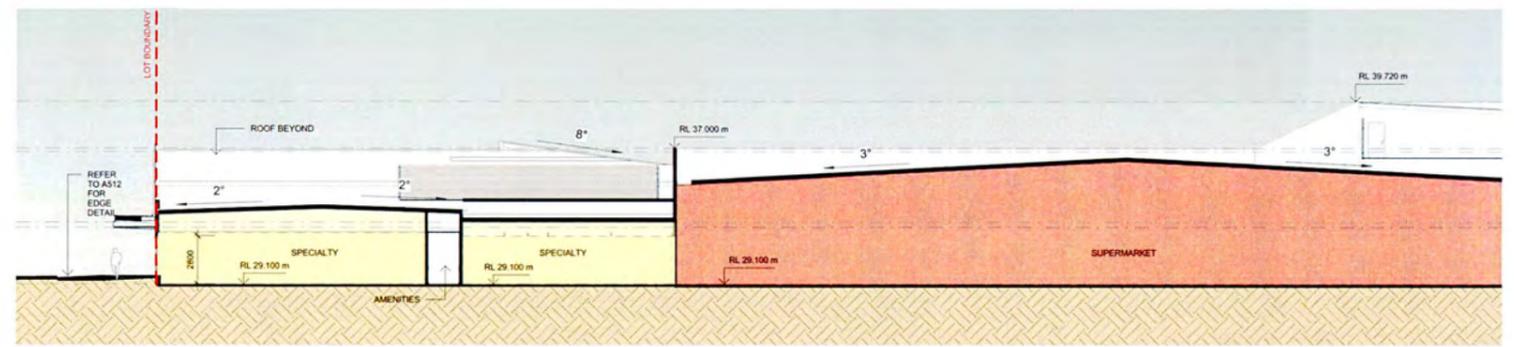
1 Section 1
1:200



MAIN SECTION LOCATIONS
1:1000



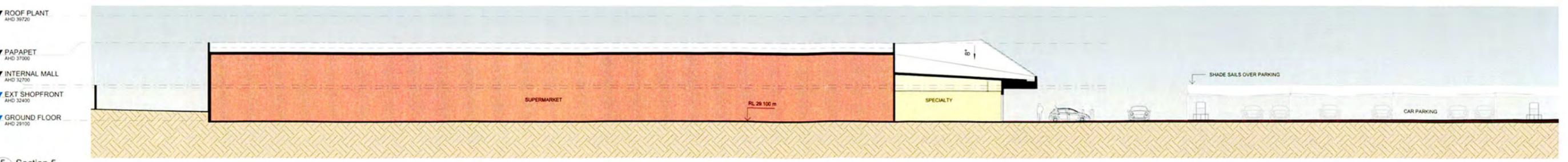
2 Section 2
A501 1:200



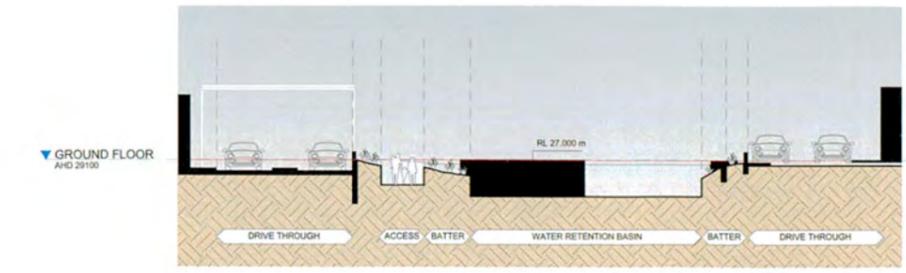
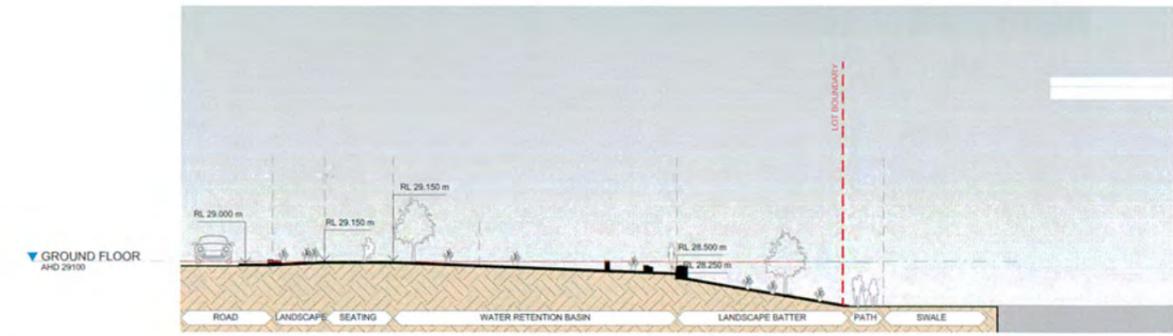
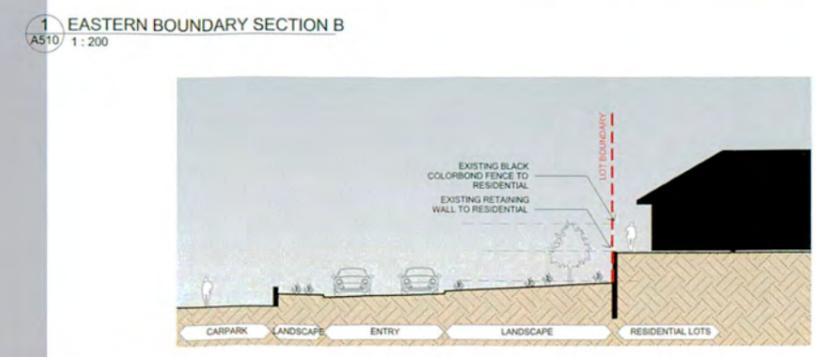
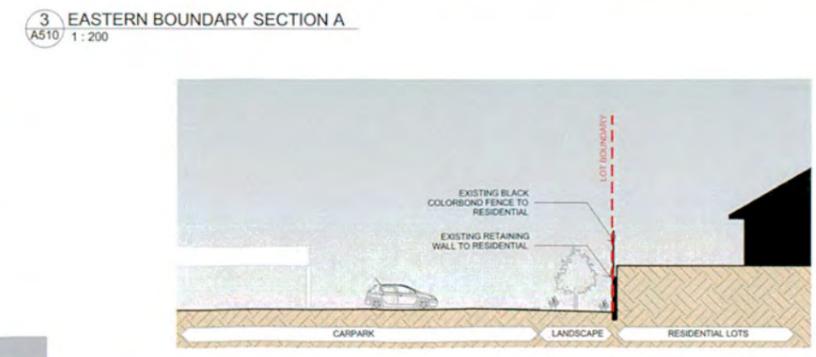
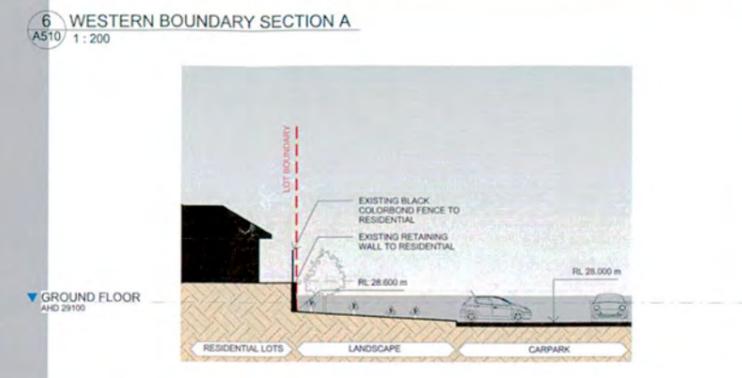
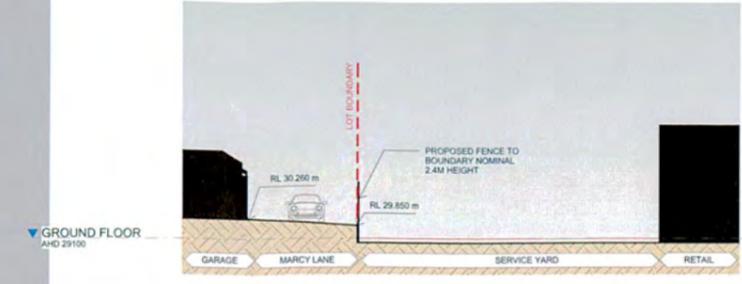
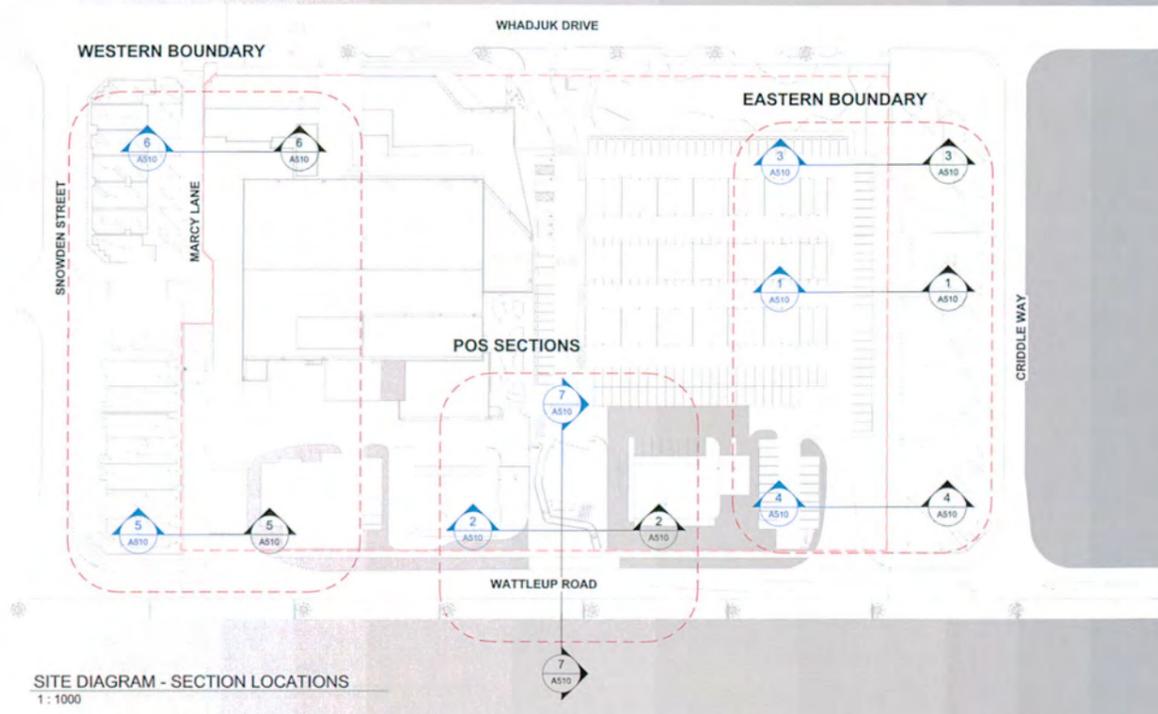
3 Section 3
A501 1:200



4 Section 4
A501 1:200



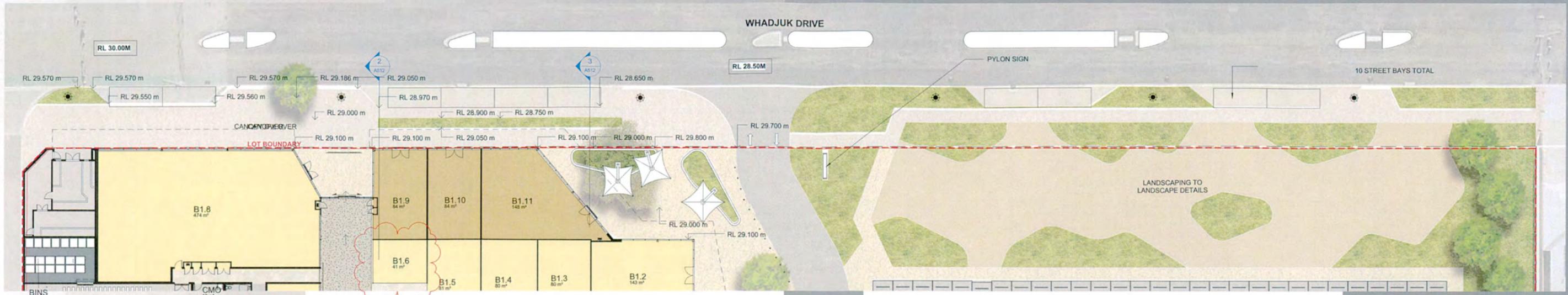
5 Section 5
A501 1:200



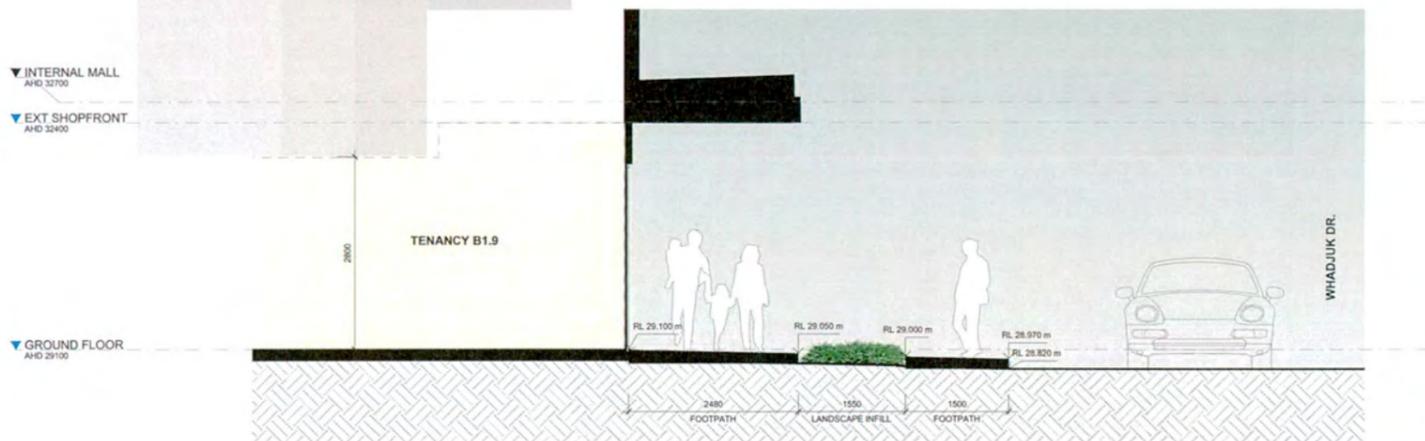
DEVELOPMENT ASSESSMENT PANEL

APPROVED

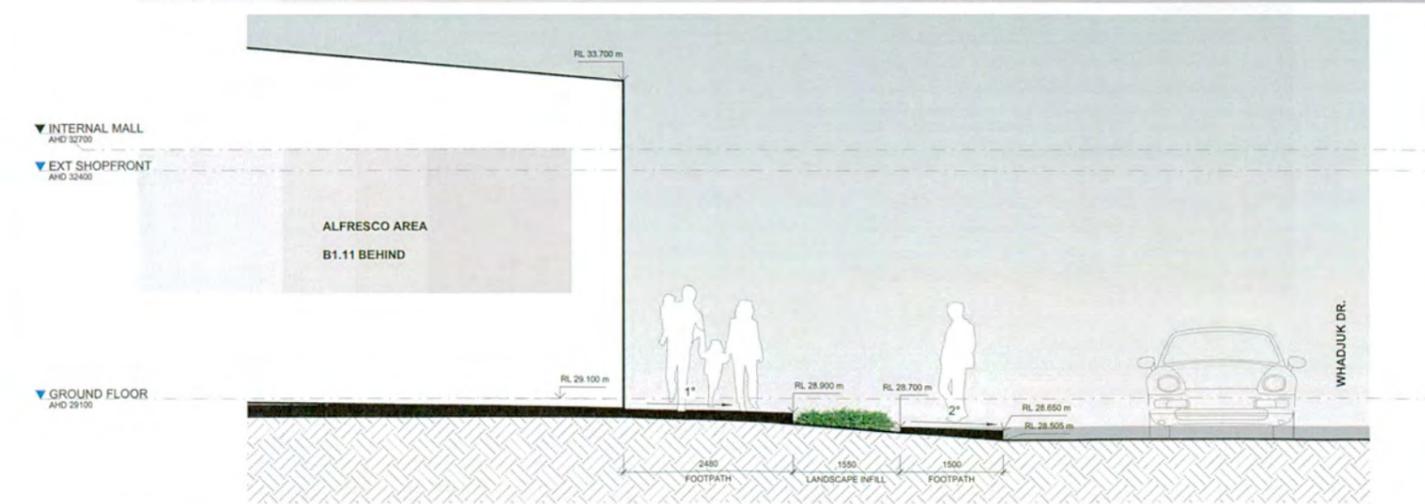
15-Aug-2024



1 NW PRECINCT PLAN LANDSCAPE
A400 1:250



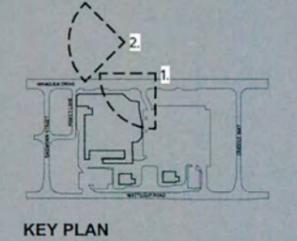
2 NW SECTION A
A512 1:50



3 NW SECTION B
A512 1:50



1. WHADJUK DRIVE STREET INTERFACE

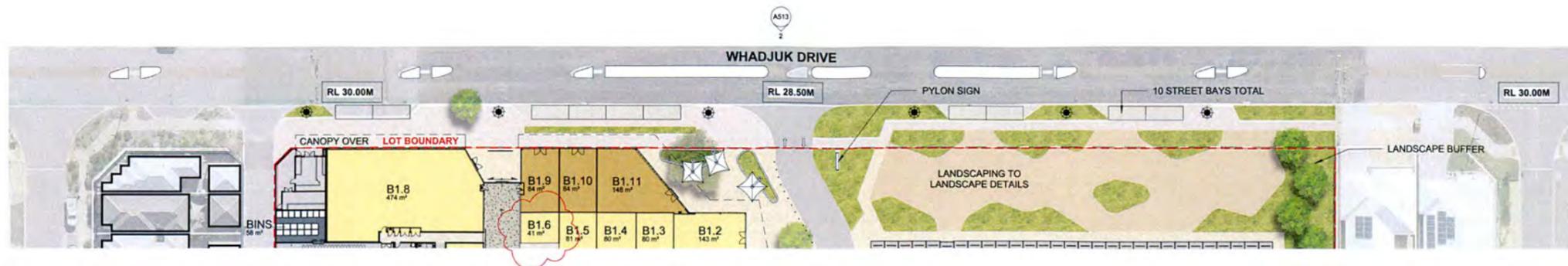


KEY PLAN



2. WHADJUK DRIVE STREET INTERFACE

DEVELOPMENT ASSESSMENT PANEL
APPROVED
 15-Aug-2024



1 NORTH STREETScape PLAN
A400 1:500

- ▼ ROOF PLANT
AHD 32725
- ▼ PAPAPET
AHD 37000
- ▼ INTERNAL MALL
AHD 32700
- ▼ EXT SHOPFRONT
AHD 32450
- ▼ GROUND FLOOR
AHD 29100



2 NORTH STREETScape ELEVATION
A513 1:500

**DEVELOPMENT
ASSESSMENT PANEL**

APPROVED

15-Aug-2024

NORTH STREETScape
WATTLEUP ROAD NEIGHBOURHOOD CENTRE

Status: **ISSUE FOR DA**
 Path: C:\Users\j.trevaskis\Documents\Revit 2022 Use Files\44459 -
 Wattleup Rd Neighbourhood Centre_SITE_detached_(Revit
 2022)_L.Trevaskis.rvt

Scale: 1:500 @ A1
 0 ——— 40
 © Hames Sharley



North:
 Project Number: 44459
 Drawing Number: A513
 Revision: C
 Date: 31.05.2024





NORTH ELEVATION - PROPOSED
1:200



NORTH ELEVATION - APPROVED
1:200

**DEVELOPMENT
ASSESSMENT PANEL**

APPROVED

15-Aug-2024

APPROVED VS PROPOSED ELEVATION
WATTLEUP ROAD NEIGHBOURHOOD CENTRE

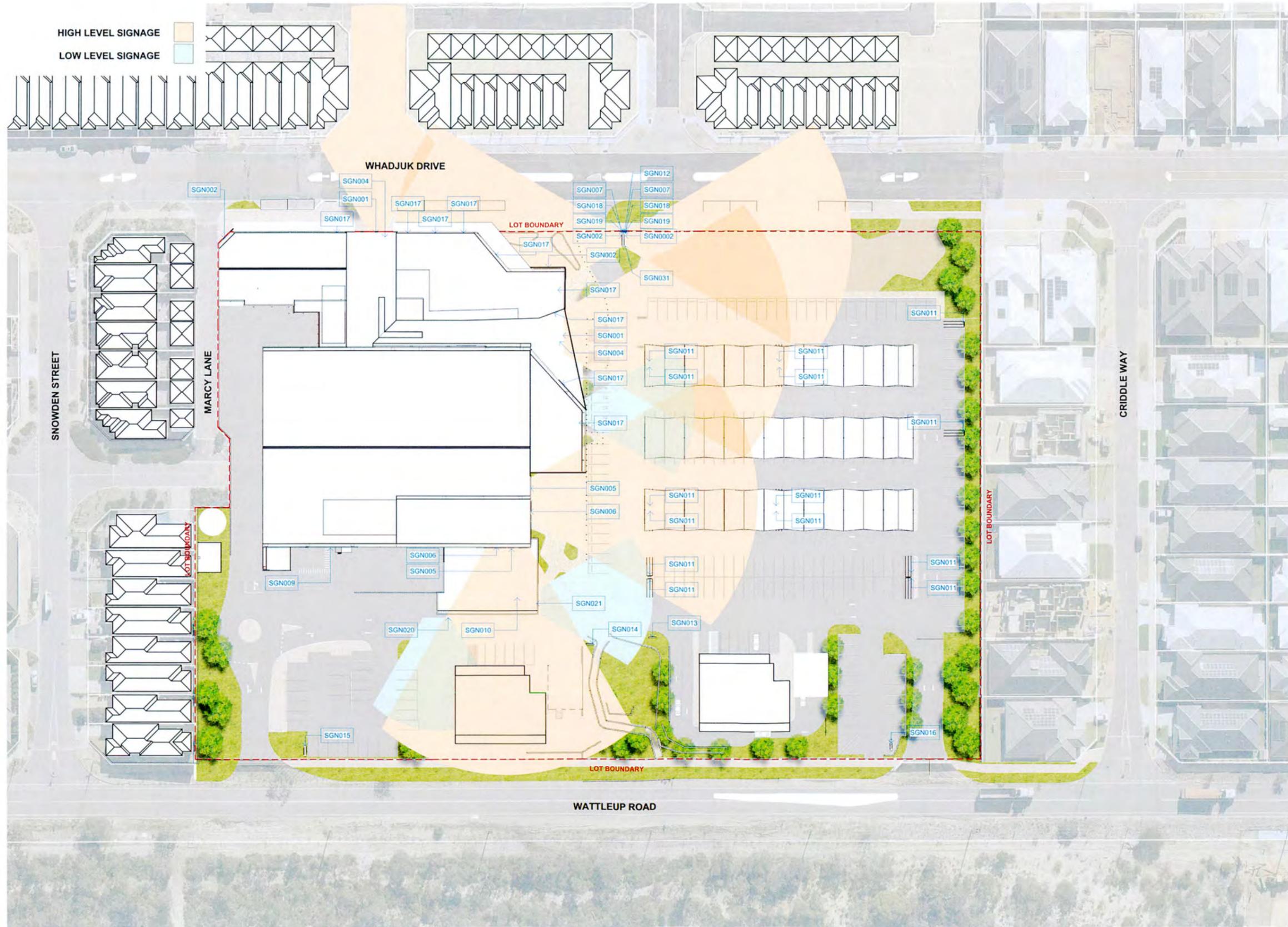
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Scale: 1:200 @ A1
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 © Hames Sharley



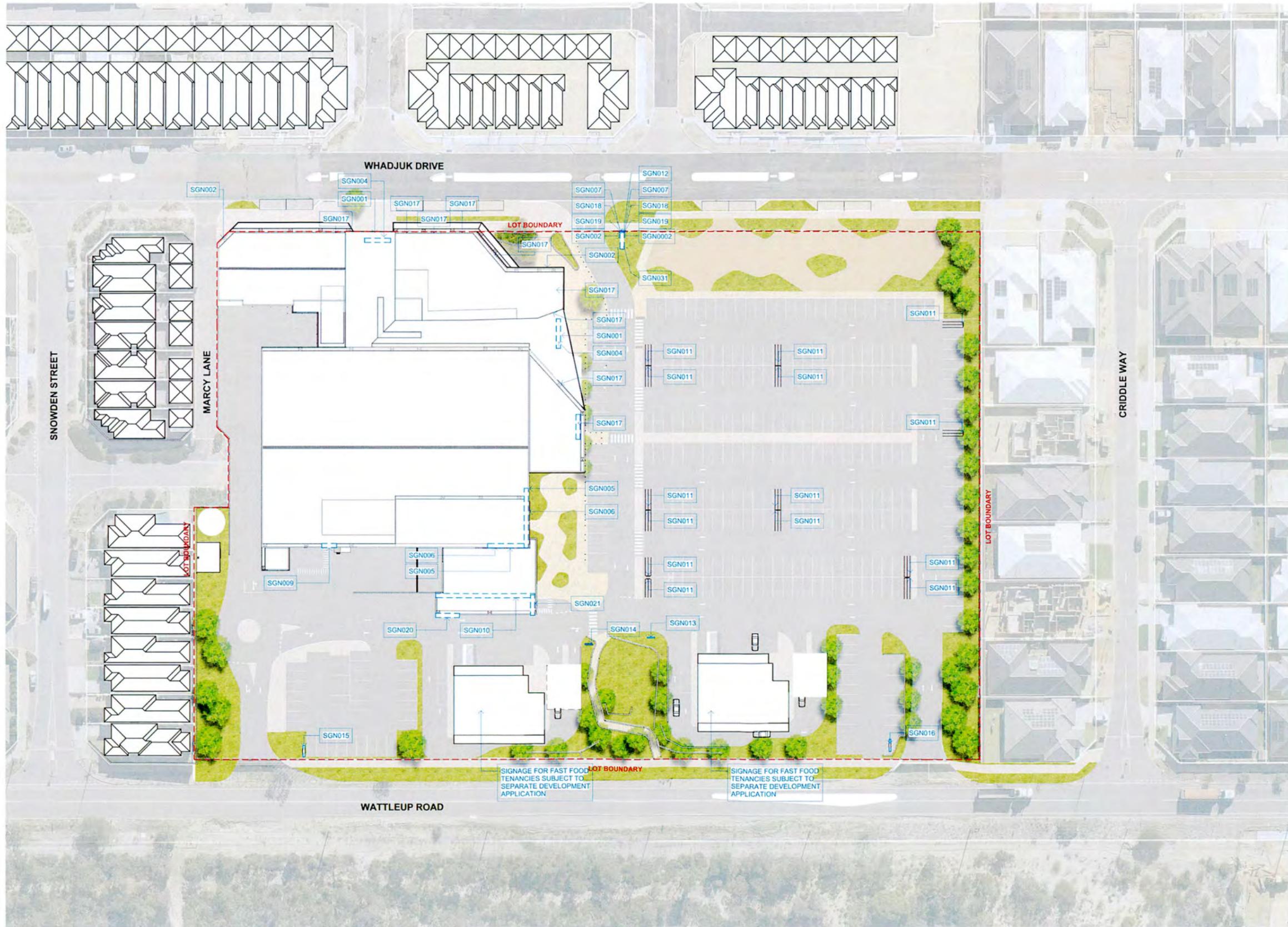
Project Number: 44459
 Drawing Number: A605
 Revision: A
 Date: 31.05.2024





DEVELOPMENT ASSESSMENT PANEL
APPROVED
15-Aug-2024

1 SIGNAGE SIGHTLINES
A400 1:500



DEVELOPMENT ASSESSMENT PANEL
APPROVED
 15-Aug-2024

2 SIGNAGE PLAN
A400 1:500

DEVELOPMENT ASSESSMENT PANEL

APPROVED

15-Aug-2024



1 ELEVATION 1 - EAST SIGNAGE
A513 1:200

TENANT SIGNAGE ZONE OVER FEATURE MATERIAL REFER TO SIGNAGE SIZES PER SCHEDULE

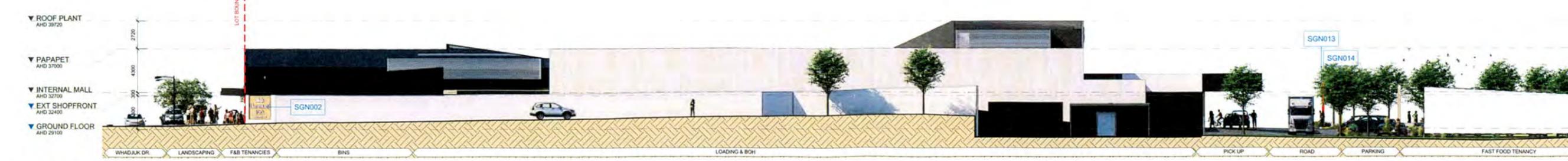


2 ELEVATION 2 - SOUTH SIGNAGE
SD100 1:200



3 ELEVATION 3 - NORTH SIGNAGE
SD100 1:200

TENANT SIGNAGE ZONE OVER FEATURE MATERIAL REFER TO SIGNAGE SIZES PER SCHEDULE



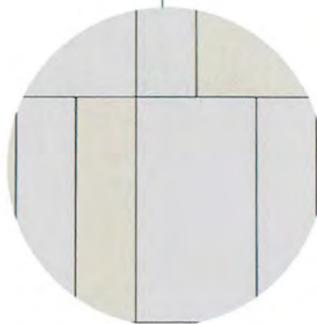
4 ELEVATION 4 - WEST SIGNAGE
A513 1:200

DEVELOPMENT ASSESSMENT PANEL
APPROVED
15-Aug-2024

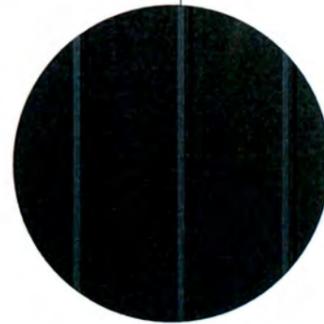
ID NO.	INDICATIVE IMAGE	DESCRIPTION	INDICATIVE SIZE
SGN001		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME (LED BACKLIT)	1100mm HIGH x 7050mm WIDE
SGN002		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME ON FREESTANDING PYLON (LED BACKLIT)	1500mm HIGH x 2000mm WIDE
SGN003		LED ILLUMINATED INDIVIDUAL CHARACTERS FOR CENTRE NAME ON FREESTANDING PYLON. (LED BACKLIT)	1100mm HIGH x 1500mm WIDE
SGN004		WOOLWORTHS SIGNAGE 800mm ICON SUSPENDED FROM AWNING CANOPY (LED BACKLIT)	1000mm HIGH x 4681mm WIDE 800MM HIGH WAPPLE ICON
SGN005		BWS EXTERNAL FACADE SIGN - @ SE/SW CORNER WATTLEUP ROAD AND MAIN CARPARK (LED BACKLIT)	1875mm HIGH x 2850mm WIDE 975mm HIGH BWS ICON
SGN006		WOOLWORTHS EXTERNAL FACADE SIGN - @ SE/SW CORNER WATTLEUP ROAD AND MAIN CARPARK (LED BACKLIT)	1875mm HIGH x 8775mm WIDE 1500MM HIGH WAPPLE ICON
SGN007		MAIN ENTRY PARKING SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	760mm HIGH x 3215mm WIDE
SGN008		WAPPLE ICON ON FREESTANDING PYLON (LED BACKLIT)	1940mm HIGH x 1517mm WIDE 1056mm WAPPLE ICON
SGN009		CAR PARK SIGNAGE - LOADING DOCK	1200mm HIGH x 930mm WIDE
SGN010		WOOLWORTHS DIRECT TO BOOT SIGNAGE	AS PER WOW DIRECT TO BOOT GUIDELINES

ID NO.	INDICATIVE IMAGE	DESCRIPTION	INDICATIVE SIZE
SGN011		CAR PARK SIGNAGE: TROLLEY BAY - FREE STANDING (PORTRAIT)	600mm HIGH x 465mm WIDE (SIGN ONLY)
SGN012		FREE-STANDING NEIGHBOURHOOD CENTRE PYLON SIGNAGE (LED BACKLIT)	6000mm HIGH x 3315mm WIDE
SGN013, SGN014		FREE-STANDING PAD SITE PYLON SIGNAGE WITH BRANDING AS PER FUTURE FAST FOOD DEVELOPMENT APPLICATION (LED BACKLIT)	6000mm HIGH x 2000mm WIDE
SGN015, SGN016		FREE-STANDING PAD SITE PYLON SIGNAGE WITH BRANDING AS PER FUTURE FAST FOOD DEVELOPMENT APPLICATION (LED BACKLIT)	4000mm HIGH x 2000mm WIDE
SGN017		INDICATIVE TYPICAL TENANCY SHOPFRONT SIGNAGE PANEL (LED BACKLIT)	550mm HIGH x 2000mm WIDE
SGN018		FAST FOOD TENANCY SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	500mm HIGH x 3215mm WIDE
SGN019		FAST FOOD TENANCY SIGNAGE ON FREESTANDING PYLON (LED BACKLIT)	500mm HIGH x 3215mm WIDE
SGN020		WOOLWORTHS DIRECT TO BOOT DESTINATION SIGNAGE ON CANOPY	1000mm HIGH x 6250mm WIDE
SGN021		WOOLWORTHS DIRECT TO BOOT DESTINATION SIGNAGE ON CANOPY	1000mm HIGH x 5420mm WIDE
SGN022, SGN022a		AMENITIES SIGNAGE	1830mm HIGH x 600mm WIDE

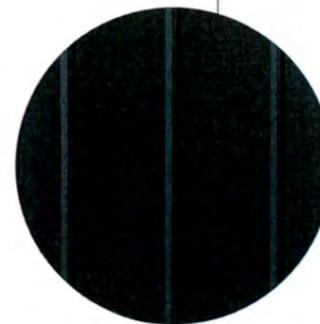
VIEW OF EASTERN ELEVATION



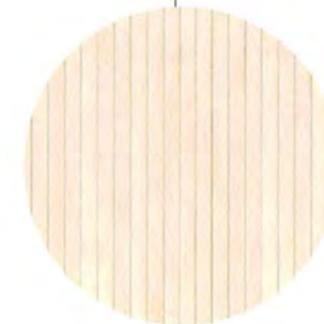
PAINTED TILT-UP
PANELS WITH
VARYING TONES



DARK-GREY STEEL ROOF
SHEETING & CLADDING IN
COLORBOND MONUMENT
OR SIMILAR



DARK-GREY STEEL ROOF
SHEETING & CLADDING IN
COLORBOND MONUMENT
OR SIMILAR

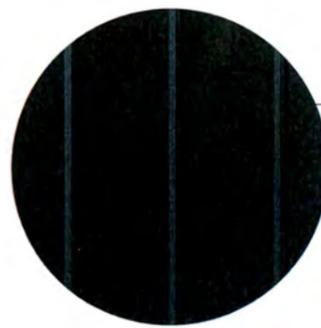


FEATURE MATERIAL
FOR ENTRIES AND
SIGNAGE ZONES IN
WARM TIMBER TONES

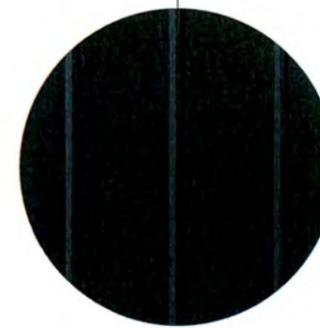
VIEW OF WHADJUK DRIVE ELEVATION



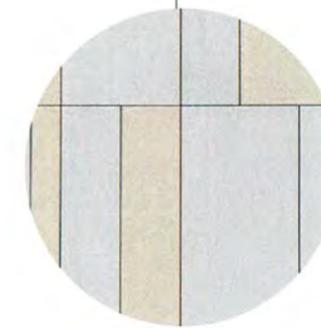
FEATURE MATERIAL
FOR ENTRIES AND
SIGNAGE ZONES IN
WARM TIMBER TONES



DARK-GREY STEEL ROOF
SHEETING & CLADDING IN
COLORBOND MONUMENT
OR SIMILAR



DARK-GREY STEEL ROOF
SHEETING & CLADDING IN
COLORBOND MONUMENT
OR SIMILAR



PAINTED TILT-UP
PANELS WITH
VARYING TONES



PART D – OTHER BUSINESS

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